

The Railway and Locomotive Historical Society

BULLETIN No. 63

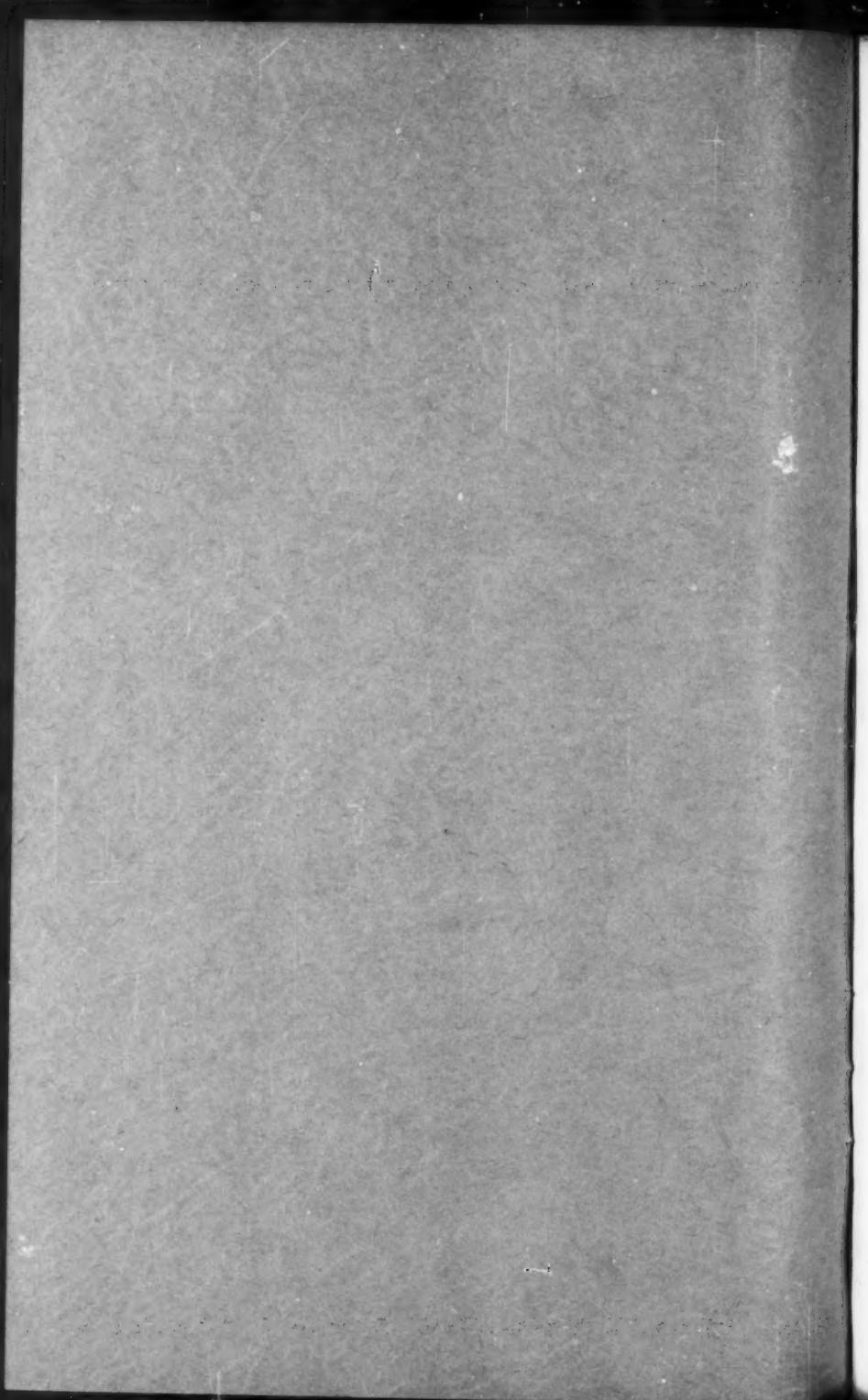
Locomotives of the Katy

Missouri-Kansas-Texas Lines



By SYLVAN R. WOOD

JANUARY 1944



LOCOMOTIVES OF THE KATY

Missouri-Kansas-Texas Lines

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During the past few years, in fact long before the attack on Pearl Harbor, those of us who were in touch with the railroad situation have been interested to watch the improvements on and the development of our railroads in the South-west. All have made improvements in track and operating conditions, new locomotives have been purchased and some classes already in service have been rebuilt or modernized. All have done a stupendous job in carrying this huge increase of war traffic and to mention a few would be doing an injustice to the others.

It has been the task of Prof. Wood to assemble and present to our members the motive power of one of these roads—the Katy! In recent years this road has put into effect some new and pleasing innovations in the matter of its service, both for freight and passenger. The "Texas Special," "The Bluebonnet" and the "Katy Flyer" will hold their own in appointments and running time with their competitors and the timetables issued by the road for the use of the public are a credit to the road and superior to many published by our American railroads.

As our members well know, this material is not produced out of thin air. It takes time and patience and Prof. Wood is to be congratulated on his efforts. With the exception of a group of a few I. & G. N.

engines that ran on the "Katy" for a short time but never bore their name or engine number, I believe the record is complete. To achieve this end we are not overlooking the valuable assistance given us by the three locomotive builders of this country—American, Baldwin and Lima Works. Neither can we well overlook the many favors, the kind assistance and the work in delving into the old records of Mr. E. J. Kuhn, Mechanical Engineer of the Missouri-Kansas-Texas Lines. The kindness of Mr. Warden, Chief Mechanical Officer and Mr. Kuhn are not easily forgotten and we are deeply indebted to them.

We hope our members will enjoy this publication as much as they have our previous publications of this nature and if you have and you have any words of commendation for the author, and he deserves them, it won't do a bit of harm to write and tell him.

I. HISTORY OF THE KATY

History of the Katy

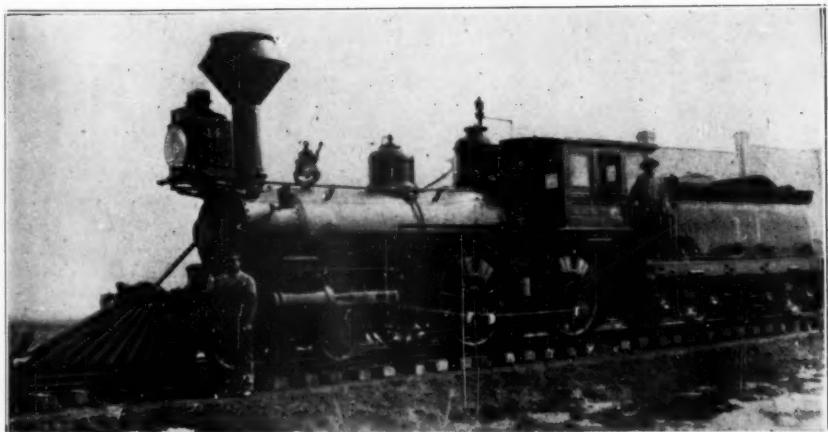
The present-day Katy System, or M-K-T Lines, serving the States of Missouri, Kansas, Oklahoma and Texas with 3188 miles of main line track, represents three-quarters of a century of service in developing the resources of the southwestern United States. The original company, known as the Union Pacific Railway, Southern Branch, was incorporated in Kansas on September 25, 1865. At this time, the company possessed no right of way but contemplated a line of track from Fort Riley to the Neosho River at Indian Territory. Simultaneously, the Santa Fe Railway had drawn up a charter which provided right of way over the same route. In March, 1866, an understanding was reached between the two companies which resulted in the Santa Fe assigning its rights down the Neosho Valley to the Union Pacific, Southern Branch. These rights had originally been received from Congress in March, 1863, and represented the real beginning of the Katy. By an act of Congress dated July 26, 1866, the Katy was awarded a grant of land from Fort Riley to the northern boundary of Oklahoma; the grant provided for five alternate sections of land on each side of the track per mile constructed. With this beginning, the Katy, in 1870, had constructed 156 miles of track extending from Junction City to Parsons, Kansas.* Before track had reached Parsons, however, the Union Pacific, Southern Branch, at its meeting of February 3, 1870, changed the name of the company to Missouri, Kansas and Texas Railway Company; this change of name was filed in Kansas on May 23, 1870. The adoption of the new name was not without significance; the "Katy," as it came to be known, had its eye on an important outlet to the Gulf of Mexico and was destined to be the first railroad to extend its lines in a southerly direction from Kansas into Texas.

In 1870 the corporate rights of the Katy were extended by consolidation with two new corporations, the Neosho Valley and Holden Railway Company and the La Bette and Sedalia Railway Company. The articles of association forming the new company were dated April 30, 1870; the charter was acknowledged May 2, 1870, and filed May 15, 1870. Both companies had the same directors, one of whom was a director of the Katy. Neither of these two corporations constructed any track but had obtained charters for right of way. The Neosho Valley and Holden was intended to run, when constructed, from either Lyon or Morris County, Kansas, to the Missouri state line through Paola, connecting the main line of the Katy with the Saint Louis and Santa Fe Railway. In drawing up the articles of consolidation the name of the Katy was erroneously quoted as Missouri, Kansas and Texas *Railroad* Company. This called for a correction in the deeds of the two com-

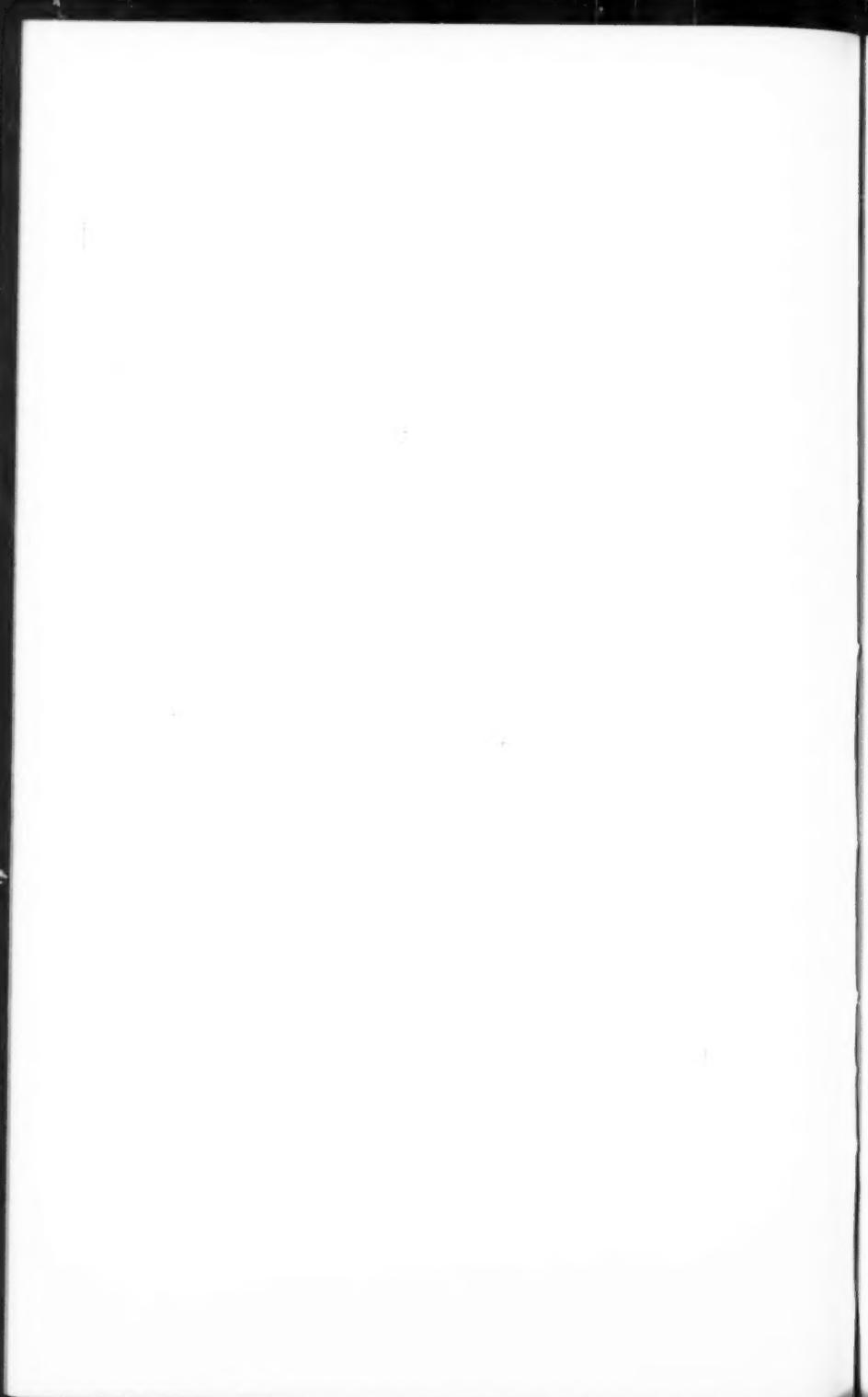
*Original contract to start construction at Junction City was awarded to A. F. Beach & Co. on August 23, 1867. Ground was broken on October 15, 1867, but nothing further was done. The contract was taken over by the Land Grant Ry. and Trust Co. under Mr. Levi Parsons; the contract was dated November 14, 1868. "Work commenced without delay."



Inspection Engine M. K. & T. #1 "Texas" as rebuilt from #303 in 1913. Originally #112. Rebuilt as #322 in 1916. Rebuilt with new boiler in 1925. Sold to Eastland, Wichita Falls & Gulf Ry., Jan. 1931.



M. K. & T. #14. Pittsburgh 1870 (#83). Scrapped Dec. 1, 1899. Photo March 2, 1894, on old main line near the old Parsons & Pacific Ry. round house then located just south of the K. C. F. S. & M. crossing. The engine was just out of the shop after being in a collision with engine 64. —Courtesy of Walter W. St. Clair.



panies which was filed on December 12, giving the name correctly as Missouri, Kansas and Texas *Railway Company*.

As evidenced by the Act of Congress of March, 1863, previously mentioned, the United States Government early had recognized the need of a line of railroad extending south from Kansas to the Gulf region through the Indian Territory. One reason was that of more rapid transportation of men and supplies between Government forts and posts during the Civil War. Since the Indian Territory was not public domain, but belonged to the Indian Nations, the Government authorized the construction of only one line of track. In the event of competition between two or more railroads, permission to proceed with construction across the Indian Territory would be awarded to the company first to reach the north boundary. The Katy had but one serious competitor in its ambition to build the proposed line of railroad, this being the Kansas and Neosho Valley Railway Company whose charter and land grant authorized it to "construct and operate a line of railroad extending from near the mouth of the Kansas River south through the eastern tier of counties with a view of its extension so as to effect a junction with the railroad building up from the south at or near Preston." Preston was a location near Denison, Texas.

The Act of Congress authorizing the building of a line of railroad through the Cherokee Nation carried with it the promise of a land grant of ten alternate sections per mile on each side of the track; in the Indian Territory alone this amounted to a total of 3,110,400 acres. This remained in effect until ruled out by Federal courts in 1895 with the result that the Katy finally received only the right-of-way 200 feet wide plus land necessary for yards, shops and buildings.

The Kansas and Neosho Valley and the Katy were not long in entering into a spirited race to see which should first reach the boundary of the Indian Territory and claim the right to proceed across that country into Texas. The K. & N. V. laid its line in accordance with its charter and reached the boundary on April 30, 1870. The railroads and Government had dealt with the Cherokee Nation through whose territory the railroad was to pass and a treaty drawn up which gave permission for track to be laid through that region. The rails of the K. & N. V., however, touched the boundary at a point opposite the Quapaw reservation which was situated about sixteen miles east of Chetopah, the point later reached by the rails of the Katy line. The Quapaw Nation, however, had refused permission for any railroad to build through their land. This made it necessary for the K. & N. V. to turn their line westward and build along the boundary until they reached a point opposite Cherokee land before they could be allowed to cross the boundary. Why they did not do so does not seem to be clear at this time; it seems probable that the terms of the treaty were not clearly understood. In any event, they had thirty-six days to build to a point opposite Cherokee land before the Katy reached such a point. Had the K. & N. V. veered westward before reaching the boundary there can be no doubt that it would have been allowed to proceed in building its

line through to Texas; the Katy did not reach Chetopah and extend its rails across the boundary into the Indian country until June 6, 1870, on which date it laid the first rails in what is now Oklahoma. The K. & N. V. still lingered sixteen miles to the eastward in the vicinity of Baxter Springs and did not cross into Oklahoma until many years later and then only to a connection with the Frisco at Afton in the extreme northeastern corner of the state.

In 1871 the Katy had extended its line 28 miles further to Cabin Creek, now Vinita, Oklahoma. During the following year, 1872, the line was extended across the Indian Territory from Vinita to the banks of the Red River, a distance of 215 miles. During 1873 the Red River was spanned and the line extended to Denison, Texas, about five miles beyond. Meanwhile, the Katy had been busy building eastward from Kansas into Missouri with the result that the end of the year, 1872, witnessed the construction of a total of 785 miles of track. The panic of 1873 put an effective stop to further expansion and it was not until 1879 that construction was resumed with the extension of the line from Denison to Gainesville, Texas, 41 miles, and in 1880 from Denison to Greenville, Texas, an additional 52 miles. Since this time construction has continued steadily to expand the mileage of the Katy to its present impressive total. Details of the growth of the system will appear later chronologically arranged as a chart.

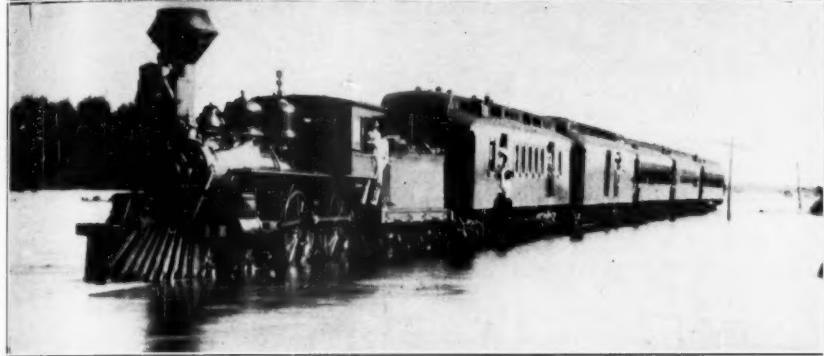
It will be recalled that the original Union Pacific, Southern Branch, underwent a change in name in 1870 to the Missouri, Kansas and Texas Railway Company; this organization, sometimes referred to as the "1865 Corporation," continued to operate the property until December 31, 1874. From January 1, 1875, to June 30, 1876, the property was operated by a receiver. Operation from July 1, 1876, to November 30, 1880, was by the Union Trust Company, of New York, trustees. On December 1, 1880, the Katy, which had meanwhile obtained a controlling interest in the International and Great Northern Railway through an exchange of stock, was leased to the Missouri Pacific Railway Company, then under control of the Gould interests. When the Missouri Pacific later defaulted on their bond interest, the lease was declared terminated as of June 1, 1888, with control of the I. & G. N. passing to the Missouri Pacific through a financial settlement made with the Katy interests. Operation of the Katy properties was conducted from this time until June 30, 1891, by Eddy and Cross, receivers. From July 1, 1891, until November 24, 1899, the company was controlled by its own organization, the Missouri, Kansas and Texas Railway Company (1865 Corporation). On November 24, 1899, a new corporation was formed through the consolidation of the 1865 corporation with the Kansas City and Pacific Railroad Company which had constructed 95 miles of track between Parsons and Paola, Kansas, in 1887. The new company, known simply as the Missouri, Kansas and Texas Railway Company, continued to operate the combined properties until September 27, 1915, at which time Mr. C. E. Schaff was appointed receiver. Mr. Schaff served in this capacity until December 28, 1917. On December 29, 1917, operation of

the company was assumed by the United States Railroad Administration and so continued until cessation of Federal control on March 1, 1920, at which time the receivership under Mr. Schaff was resumed; this receivership continued until March 31, 1923. Since April 1, 1923, operation has been in the hands of the present corporation, the Missouri-Kansas-Texas Railroad Company, organized in Missouri on July 6, 1922, and effected by consolidation in December, 1922, of the 1899 corporation with the Wichita Falls and Northwestern Railway Company of Oklahoma.

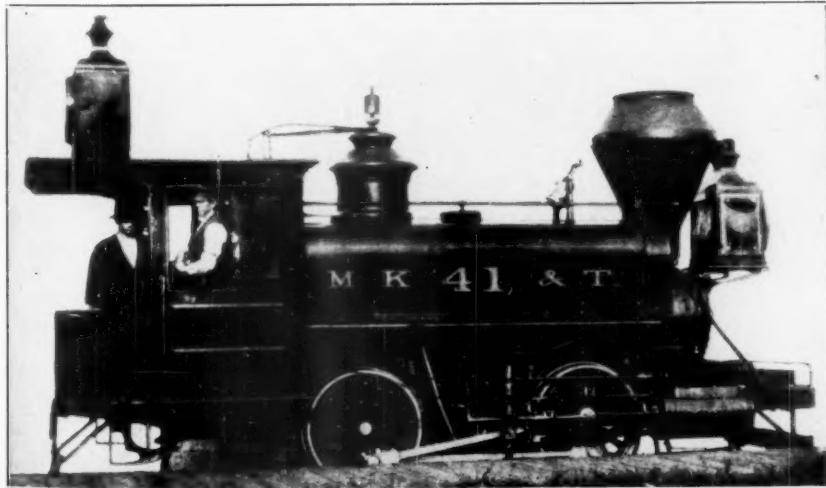
The following chart depicts the corporate growth of the Katy since the inception of the original company:—

<i>No. Name of Company</i>	<i>Incorporation</i>	<i>Succession (date filed)</i>
1 Mo.-Kansas-Texas Railroad Co. (KATY)	Organized July 6, 1922, in Missouri. Effected by consolidation of (2) with the Wichita Falls and Northwestern Ry. Co. of Oklahoma, Dec. 1922. In operation, April 1, 1923.	
2 Missouri, Kansas and Texas Railway Co.	Under general laws of Kansas, Nov. 24, 1899, by consolidation of (12) and (14).	
3 Missouri, Kansas and Texas Terminal Co. of Kansas City	Under general laws of Missouri, April 26, 1905.	Property sold to (2), April 5, 1906.
4 Missouri, Kansas and Oklahoma Railroad Co. (of 1903)	Under general laws of the Territory of Oklahoma, December 12, 1903.	Physical property sold to (2), June 30, 1904; corporate rights conveyed to (2), November 3, 1904.
5 Missouri, Kansas and Oklahoma Railroad Co. (of 1901)	Under general laws of the Territory of Oklahoma, December 23, 1901.	Consolidated with (6) to form (4), Dec. 12, 1903.
6 Texas and Oklahoma Railroad Co.	Under general laws of the Territory of Oklahoma, May 15, 1902.	Consolidated with (5) to form (4), Dec. 12, 1903.
7 Denison and Washita Valley Railway Co.	Under general laws of Texas, January 8, 1886.	Part of property in Oklahoma sold to (6) and part to (2), May 13, 1903.
8 Missouri, Kansas and Northwestern Railroad Company	Under general laws of Missouri, March 29, 1900.	Sold to (2), May 20, 1902.
9 The Missouri Kansas and Northwestern Railroad Company	Under general laws of Kansas, May 17, 1900.	Sold to (8), May 13, 1902.
10 The Fort Scott, Iola and Western Railway Company	Under general laws of Kansas, June 24, 1901.	Sold to (2), April 10, 1902.
11 Missouri Midland Railway Company	Under general laws of Missouri, Dec. 27, 1898.	Sold to Otto H. Miller, Feb. 28, 1901, and conveyed by him to (2), March 9, 1901.

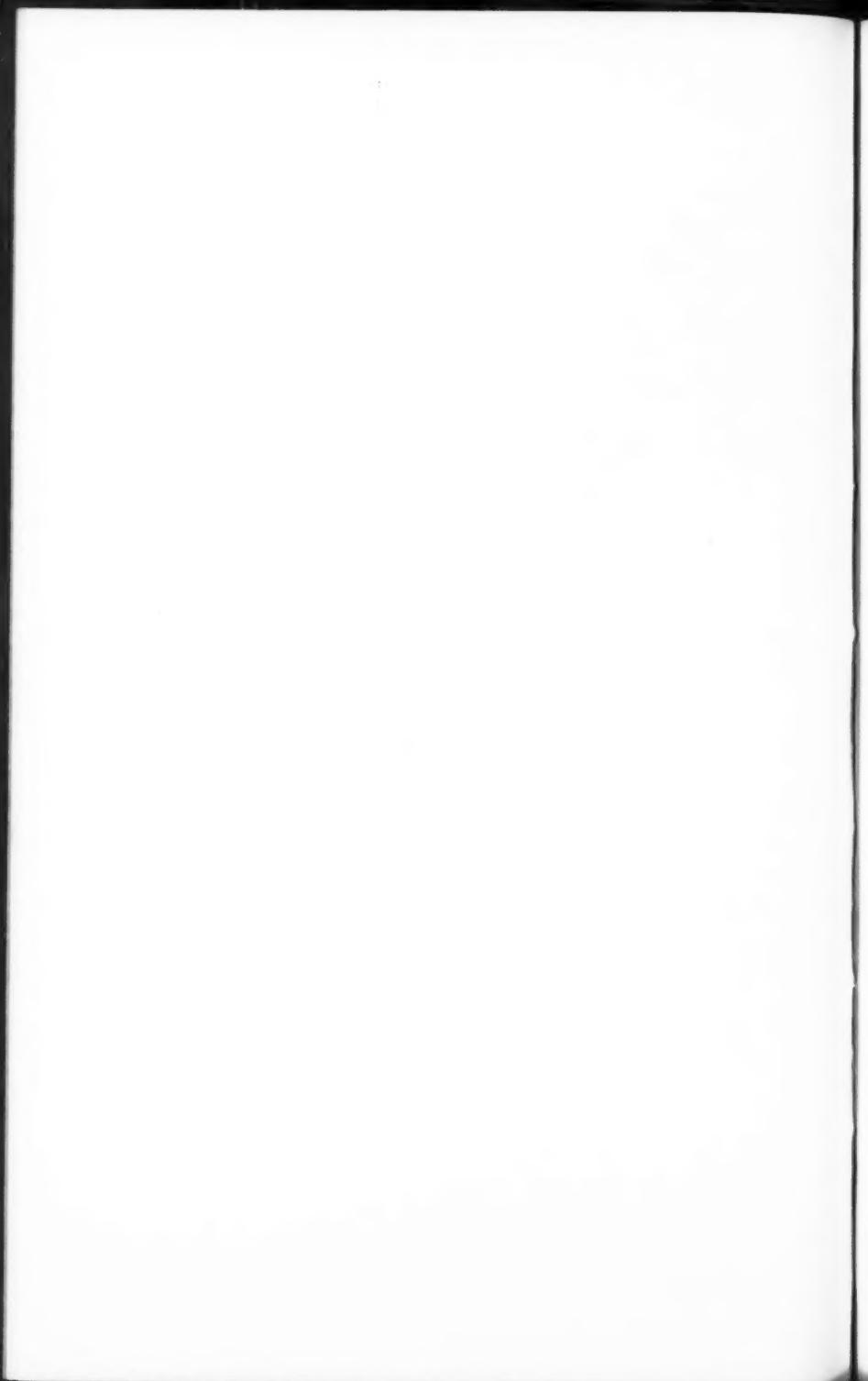
<i>No.</i>	<i>Name of Company</i>	<i>Incorporation</i>	<i>Succession (date filed)</i>
12	The Kansas City and Pacific Railroad Co.	Under general laws of Kansas, July 24, 1886.	Consolidated with (14), Nov. 24, 1899, to form (2).
13	Parsons and Pacific Railroad Co.	Under general laws of Kansas, Dec. 16, 1885.	Sold to (12), July 27, 1887.
14	Missouri, Kansas and Texas Railway Co.	Under general laws of Kansas, May 15, 1870.	Consolidated, July 18, 1899, with (12) to form (2); filed November 24, 1899.
15	Missouri, Kansas and Texas Railway Co. (1865 Corporation)	See (16)	Consolidated with (26) and (27) to form (14), May 15, 1899.
16	Union Pacific Railway Co., Southern Branch	Under general laws of Kansas, Sept. 25, 1865.	Name changed to (15), Feb. 3, 1870; filed May 23, 1870.
17	Kansas City, Eldorado & Southern Railway Co.	Under general laws of Missouri, June 28, 1892.	Sold to Otto H. Miller, Oct. 3, 1899; filed Oct. 23, 1899; conveyed by Miller to (14), Nov. 11, 1899; filed Dec. 1, 1899.
18	The Missouri, Kansas & Eastern Railway Company	Under general laws of Missouri, Feb. 10, 1892.	Property conveyed to (14), June 1, 1896; merged with (14), April 27, 1897.
19	Cleveland, St. Louis & Kansas City Railway	Under general laws of Missouri, Mar. 26, 1888.	Sold by sheriff of St. Charles County, Missouri, to J. H. Bethume, June 12, 1890; sold by latter to Southwestern Co., March 5, 1892; sold to (18), Mar. 17, 1892.
20	Central Missouri Railway Company	Under general laws of Missouri, Feb. 19, 1885.	Sold to (19), Mar. 31, 1888.
21	The St. Louis & Kansas City Railway Co.	Under general laws of Missouri, Mar. 4, 1895	Property conveyed to (14), July 31, 1895; filed Sept. 6, 1895; consolidated with (14), April 8, 1897; filed April 24, 1897.
22	The Southwestern Mineral Railway Co.	Under general laws of Kansas, Sept. 22, 1894.	Property conveyed by deed to (14), Nov. 1, 1894; acknowledged Nov. 23, 1894; consolidated with (14), May 13, 1896; acknowledged July 13, 1896.
23	Hannibal & Central Missouri Rail Road Co.	Under general laws of Missouri, Feb. 13, 1867.	Sold to (14), June 1, 1873; acknowledged June 9, 1873; filed August 25, 1873.
24	Tebo and Neosho Railroad Company	Under general laws of Missouri, Jan. 16, 1860.	Southern branch, Sedalia to Ft. Scott sold to (14), Oct. 19, 1870; filed in Kansas Dec. 8, 1879 and in Missouri January 4, 1871. Northern branch, Sedalia to Moberly sold to (14), May 23, 1872; filed May 27, 1872.
25	St. Louis & Santa Fe Railroad Company (Missouri Division)	Under general laws of Missouri, Apr. 20, 1869.	Conveyed by F. Skiddy and S. Gandy, trustees, to the Land Grant and Trust Co., May 23, 1872, acct. default of interest, and sold to (14), May 28, 1872, for \$950.000.



M. K. & T. #30, Grant 1871. Scrapped Dec. 10, 1900. In overflow of Osage River near Shell City, Mo., May 29, 1896.



M. K. & T. #41, Grant 1871. Photo in 1885. Engine scrapped Nov. 1910.



<i>No. Name of Company</i>	<i>Incorporation</i>	<i>Succession (date filed)</i>
26 Neosho Valley & Hol- den Railway Co.	Under general laws of Kansas, May 7, 1870.	Consolidated with (15) and (27) to form (14), May 15, 1870.
27 Labette and Sedalia Railway Company	Under general laws of Kansas, May 7, 1870.	Consolidated with (15) and (26) to form (14), May 15, 1870.

Prior to the 1899 consolidation, the M. K. & T. (1865 Corporation) had built 223 miles of railroad in Texas during the period 1872-1882. This trackage, with certain other lines of railroad acquired later, came to be operated by a separate corporation which was to be known as the Missouri, Kansas and Texas Railway Company of Texas. The events leading to the formation of the M. K. & T. of Texas are of sufficient importance to require explanation. In addition to the lines the M. K. & T. had constructed on its own account, it had acquired and operated certain Texas corporations, as follows:—

<i>CORPORATION</i>	<i>DATE</i>	<i>MILEAGE</i>
Missouri, Kansas & Texas Extension Railway Company	1879-1880	93.50
East Line & Red River Railroad Company (narrow gauge)	1877-1881	155.00
Dallas & Wichita Railroad Company	1881	39.00
Trinity & Sabine Railway Company	1882	67.00
Dallas & Greenville Railway Company	1886	52.00
The Gainesville, Henrietta & Western Railway Company	1887	70.00
The Taylor, Bastrop & Houston Railway Company	1887	102.75
The Sherman, Denison & Dallas Railway Company	1890	10.00
Dallas & Waco Railway Company	1887	67.00

It was at this juncture that the State of Texas took exception to the right of the M. K. & T. Ry. Co. (1865 Corporation) to own property within the boundaries of the state and brought legal action in the instance of the East Line and Red River Railroad Company, with the result that the Supreme Court of Texas, on February 17, 1890, decreed the charter of the East Line and Red River forfeited. The property of the East Line and Red River was surrendered to a receiver on April 13, 1891, by order of the United States District Court. The property was sold, January 31, 1893, by the receiver to H. W. Poor who was acting in the interests of the M. K. & T. Ry. Co. (1865 Corporation). Mr. Poor, in turn, deeded the property on March 8, 1893, to the Sherman, Shreveport and Southern Railway Company, a predecessor of the M. K. & T. Ry. Co. of Texas. On the incorporation of the latter company, the M. K. & T. Ry. Co. (1865 Corporation), on authority granted by an act of the Texas Legislature of April 16, 1891, sold all its property in Texas, totaling 724 miles, to the M. K. & T. Ry. Co. of Texas. Date of sale was November 18, 1891. The M. K. & T. of Texas, however, was controlled by the M. K. & T. Ry. Co. (1865 Corporation) which elected the board of directors of the former and directed its policies.

The corporate growth of the M. K. & T. Railway Company of Texas will now be outlined in the following chart:—

<i>No.</i>	<i>Name of Company</i>	<i>Incorporation</i>	<i>Succession</i>
1	The Missouri, Kansas & Texas Ry. Co. of Texas	Under general laws of Texas, Oct. 28, 1891.	
2	The Granger, Georgetown, Austin & San Antonio Railway Co.	Under general laws of Texas, Dec. 5, 1902.	Sold to (1), May 13, 1903.
3	Georgetown & Granger Rail Road Company	Under general laws of Texas, Dec. 13, 1890.	Sold to Thos. S. Miller, March 8, 1893, and conveyed by him to (2), Dec. 22, 1902. Deeded to the MK&T, May 13, 1903.
4	Trinity, Cameron & Western Railroad Co.	Under general laws of Texas, Jan. 18, 1892.	Same as (3).
5	Denison & Washita Valley Railway Co.	Under general laws of Texas, Jan. 8, 1886.	Property in Texas sold to (1), May 13, 1903.
6	The Sherman, Shreveport & Southern Railway Co.	Under general laws of Texas, Feb. 28, 1893.	Sold to (1), May 6, 1901.
7	East Line & Red River Railroad Co.	Under an Act of the Texas Legislature, March 22, 1871.	Property conveyed to MK & T Ry. Co., Nov. 28, 1881; surrendered to receiver of U. S. Dist. Court, April 13, 1891; sold to H. W. Poor, trustee, Jan. 24, 1893, and by him deeded to (6), Mar. 8, 1893.
8	Dallas and Waco Railway Company	Under general laws of Texas, Dec. 23, 1886.	Sold to MK & T Ry. Co., Nov. 12, 1891; in part deeded to (1), Nov. 18, 1891, and January 19, 1892.
9	The Sherman, Denison & Dallas Railway Company	Under general laws of Texas, Mar. 20, 1890.	Sold to MK & T Ry. Co., Nov. 11, 1891, and deeded to (1), Nov. 18, 1891.
10	The Taylor, Bastrop & Houston Railway Co.	See (11)	Sold to MK & T Ry. Co., Dec. 2, 1886, and deeded to (1), November 18, 1891. Name changed to (10), Oct. 27, 1886.
11	Bastrop and Taylor Railway Company	Under general laws of Texas, Apr. 26, 1886.	Sold to MK&T Ry. Co., Jan. 25, 1887, and deeded to (1), November 18, 1891.
12	The Gainesville, Henrietta & Western Railway Company	Under general laws of Texas, July 23, 1886.	Sold to MK & T Ry. Co., Dec. 2, 1886, and deeded to (1), November 18, 1891.
13	Dallas and Greenville Railway Company	Under general laws of Texas, Feb. 15, 1886.	Sold to MK & T Ry. Co., Dec. 2, 1886, and deeded to (1), November 18, 1891.
14	Trinity and Sabine Railway Company	Under general laws of Texas, Sept. 28, 1881.	Sold to MK & T Ry. Co., Dec. 9, 1882, and deeded to (1), November 18, 1891.

<i>No.</i>	<i>Name of Company</i>	<i>Incorporation</i>	<i>Succession</i>
15	Dallas and Wichita Railway Company	Under Act of Texas Legislature, Dec. 2, 1871.	Sold under foreclosure, May 5, 1880, and conveyed to J. C. Brown, et al, and conveyed to new organization formed under original charter and name, July 16, 1880. Sold to MK&T Ry. Co., Dec. 15, 1881, and deeded to (1), Nov. 18, 1891.
16	Missouri, Kansas and Texas Extension Railway Co.	See (17)	Sold to MK & T Ry. Co., Nov. 26, 1881, and deeded to (1), November 18, 1891.
17	The Denison & South-eastern Railway Co.	Under general laws of Texas, July 27, 1877.	Name changed to (16), Mar. 23, 1880.
18	The Denison & Pacific Railway Company	Under general laws of Texas, Apr. 24, 1878.	Sold to (17), Mar. 11, 1880.

In addition to the foregoing predecessor roads that became part of the M. K. & T. Ry. Co. of Texas, several other lines of railroad located in Texas were leased for operation at later periods. Among these were:—

The Denison, Bonham & New Orleans Railway Company, acquired by lease in 1901, had been incorporated in Texas on January 24, 1901, to construct and operate a line of railroad from Denison to Wolfe City and to acquire the right-of-way of a predecessor company from Denison to Bonham; the company had a total of 24 miles of track which had been built during 1901.

Leased on May 1, 1914, was the Beaumont & Great Northern Railroad Company which had been incorporated on June 22, 1905, to construct and operate a line of railroad from Trinity to Livingston, Texas; the line totaled 48.4 miles, inclusive of a line from Trinity to Weldon.

In 1917, the M. K. & T. of Texas leased the San Antonio Belt and Terminal Railway Company which had been incorporated in Texas on May 2, 1912, to construct a belt and terminal railway and various terminal facilities in the city of San Antonio.

The most notable addition to the lines of the M. K. & T. of Texas came with the acquisition of the Texas Central Railroad Company in 1911. This company had originally been incorporated on May 30, 1879, as the Texas Central Railway Company; as such it had constructed 229 miles of track between 1879 and 1882; it comprised a standard gauge, single track railroad consisting of two separated sections; one, extending from Ross to Albany, Texas, and the other extending from Garrett to Roberts, Texas. Both sections had been built to function as feeders to separate portions of the Houston and Texas Central Railway Company (now part of the Southern Pacific System) which operated the property from date of completion to April 4, 1885. From April 5, 1885, to September 25, 1891, the property was operated by receivers and from September 26, 1891, to date of sale, by trustees. The 52 miles of line between Garrett and Roberts was conveyed on January 27, 1893, to Mrs. Hetty Green who was acting in the interests of the Texas Midland Rail-

road. This section, known as the Northeastern Division, thus ceased to have further connection with the Texas Central and later became part of the Southern Pacific System along with the Texas Midland. The 177 miles between Ross and Albany was deeded at the same time to a new corporation, the Texas Central Railroad Company, which had been incorporated on December 16, 1892, to acquire and operate this property. Headquarters of the new company were maintained at Dallas, Texas. The new company also proposed the extension of its lines from Ross to Waco and from Albany to Rotan, the total line finally aggregating about 309 miles of track, as follows:—

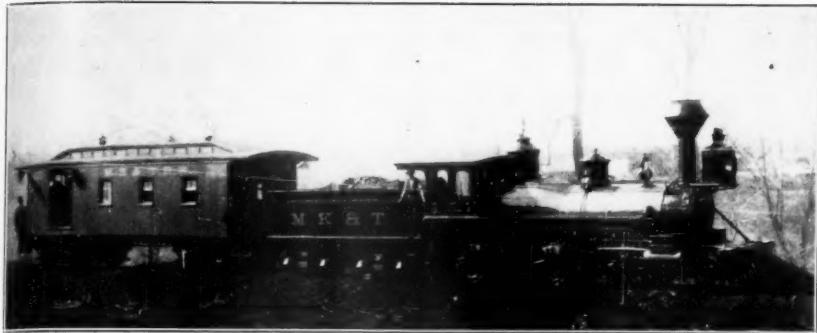
Acquired from the Texas Central Railway Company, 1893	177 miles
Constructed, Ross to Waco, 1902-1903) 91 miles
Constructed, Albany to Stamford, 1900)
Constructed, Stamford to Rotan, 1907) 41 miles
Constructed, De Leon to Cross Plains 1910)

The entire property was leased to the M. K. & T. of Texas for a period of 99 years. In addition to other property and equipment acquired, the Katy received thirty locomotives of which 25 were numbered over into the M. K. & T. roster.

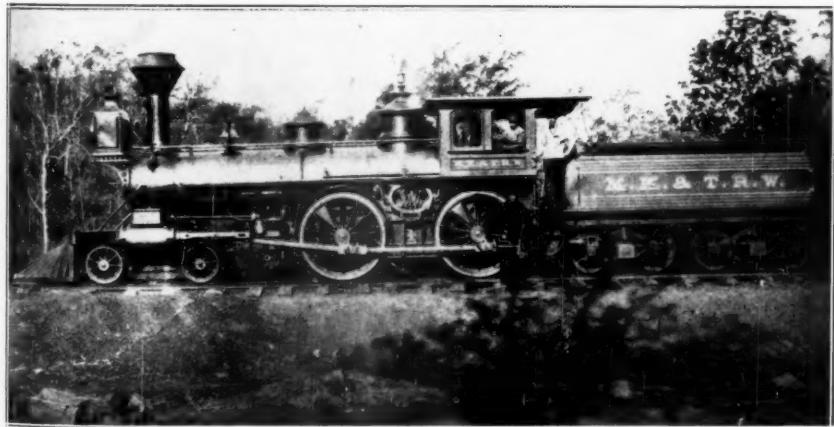
To understand the details of the corporate changes which led to the final development of the present Katy System, it is necessary to turn now to mention of the Wichita Falls and Northwestern Railway Company of Oklahoma. This company was incorporated under the general laws of the Territory of Oklahoma on October 5, 1906, for the stated purpose of constructing and operating a line of railroad from a point on the Red River southwest of Lawton, Oklahoma, to a point near Englewood, Kansas, an estimated distance of about 375 miles. The entire capital stock was owned by J. A. Kemp and Frank Kell, of Wichita Falls, Texas; they, in turn, also controlled the Wichita Falls and Northwestern Railway Company of Texas which had been incorporated under the general laws of Texas to construct and operate a line of railroad from Wichita Falls to the Texas-Oklahoma boundary on the Red River, a distance of 20 miles. The W. F. & N. W. of Texas was controlled by the W. F. & N. W. Ry. Co. of Oklahoma which, in turn, came under the control of the M. K. & T. Ry. Co., the latter having acquired the interests of Kemp and Kell in July, 1911. The W. F. & N. W. of Texas was leased to the M. K. & T. of Texas for a period of 99 years dating from May 1, 1914.

Other Kemp and Kell interests which were controlled by the W. F. & N. W. Ry. Co. of Oklahoma were the Wichita Falls Railway, the Wichita Falls and Wellington Railway Company and the Wichita Falls and Southern Railway Company.

The Wichita Falls Railway was incorporated under the general laws of Texas on July 5, 1894, to construct and operate a line of railroad from Wichita Falls to Henrietta, Texas, a distance of about 18 miles. Until July 1, 1911, it was controlled by Kemp and Kell; subsequent to this it was acquired by the W. F. & N. W. Ry. Co. through purchase of



M. K. & T. #48, Grant 1873. Scrapped June 1898. Photo about 1890.



M. K. & T. #54, Wm. Mason 1873 #492, Later #331. Scrapped 5-1916.

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securities issued to the contractor for construction of the road. On May 1, 1914, the entire line was leased to the M. K. & T. of Texas for a period of 99 years.

The Wichita Falls and Wellington, also controlled by the W. F. & N. W., was incorporated under the general laws of Texas to construct and operate a line of railroad from the Texas-Oklahoma State Line to Wellington, Texas. During 1910, 15.5 miles of track were laid down. The entire road was leased to the M. K. & T. of Texas for a period of 99 years dating from May 1, 1914.

The Wichita Falls and Southern was incorporated under the general laws of Texas on June 1, 1907 for the purpose of constructing and operating a line of railroad from Wichita Falls to Cisco, a distance of about 125 miles. About 52 miles were placed in operation by January 1, 1909. The road was controlled by the M. K. & T. Ry. Co. through ownership of a majority of the outstanding capital stock and was leased to the M. K. & T. of Texas for a period of 99 years dating from May 1, 1914.

Originally, the entire capital stock of the Wichita Falls and Northwestern was owned by Kemp and Kell and of course included the various interests just described. On January 1, 1909, these interests were combined as a single operating unit under the W. F. & N. W. Ry. Co. On May 1, 1914, those portions of the system located in Texas were, as already described, leased to the M. K. & T. of Texas.

On January 10, 1912, the W. F. & N. W. filed amended articles of incorporation in Oklahoma for the purpose of including the property of the Altus, Wichita Falls and Hollis Railway Company which had been operated under lease since May, 1910. The A. W. F. & H. had been incorporated in Oklahoma on February 18, 1910, for the purpose of constructing a line of railroad from Altus, Oklahoma, westward to the Oklahoma-Texas State line, toward a connection with the Wichita Falls and Wellington. This company constructed about 42 miles of track.

Meanwhile, the W. F. & N. W. had proceeded with construction of its own line and during the period 1907-1912 had laid track from the Red River, near Devol, to Forgan, Oklahoma, a total of nearly 287 miles. On August 23, 1911, the A. W. F. & H. was sold to the W. F. & N. W., the combined mileage reaching a total of nearly 329 miles.

From 1870 until 1922 the Katy was operated under the corporate name of the Missouri, Kansas and Texas Railway Company. The present corporate identity, known as the Missouri-Kansas-Texas Railroad Company, was organized in Missouri on July 6, 1922. It was the consolidation in December, 1922, of the older 1899 corporation with the W. F. & N. W. Ry. Co. of Oklahoma that laid the basis of the new and present organization.

The reorganization of the Katy into its present status further led to the relinquishment of certain portions of line which had been operated by the 1899 corporation. One section of about 132 miles, from Atoka to Oklahoma City, was leased on May 1, 1924, to the Oklahoma City-Ada-

Atoka Railway Company, control of which has since passed into the hands of the Muskogee Company, a holding company with headquarters in Philadelphia, Pa. This company also controls and operates other lines of railroad in Oklahoma including the Midland Valley Railroad Company, the Kansas, Oklahoma and Gulf Railway Company and the Osage Railway. The Muskogee Company obtained control of the OC-A-A on April 2, 1929, and elected new directors on April 29, 1929. The sections of line leased to the OC-A-A are shown in the following chart:—

<i>Year Built</i>	<i>Miles Built</i>	<i>Constructed by</i>	<i>Line</i>
1881	9.68	MK&T Ry. Co. (1865 Corp.)	Atoka to Lehigh, Okla.
1884	5.34	Denison & Washita Valley	Lehigh to Coalgate, Okla.
1902	40.00	Texas & Oklahoma Rd. Co.	Coalgate to a point 40 miles N. W.
1903-04	77.60	Missouri, Kansas & Oklahoma Railroad Co. (of 1903)	From a point 40 miles N. W. of Coalgate to Oklahoma City

Other lines of railroad formerly operated by the older company, but no longer forming a part of the present M-K-T Lines are as follows:—

The line between Fallis and Guthrie, Oklahoma, 22.98 miles, constructed in 1904 by the Missouri, Kansas and Oklahoma Railroad Co., which was abandoned in 1918.

The line between Trinity and Colmesneil, Texas, 66.60 miles, constructed in 1882 by the Trinity and Sabine Railway Company was sold to that company in 1923.

The line between Jefferson and Waskom, Texas, 26.72 miles, constructed in 1893 by the Sherman, Shreveport and Southern Railway Company was sold in 1923 to the Louisiana Railway and Navigation Company and now forms part of the line of the present Louisiana, Arkansas and Texas Railway Company.

The line between McKinney and Jefferson, Texas, 155 miles, constructed by the East Line and Red River Railroad Company in 1877 was assigned, as described previously, to the Sherman, Shreveport and Southern in 1893 and with that line of railroad now constitutes a portion of the Louisiana, Arkansas and Texas. The East Line and Red River was originally a narrow-gauge railroad and was rebuilt to standard-gauge in 1893.

The line of the Wichita Falls and Southern Railway Company between Wichita Falls and New Castle, Texas, 52.43 miles, constructed by the W. F. & S. in 1908 was turned back to that company in 1920.

The Denison, Bonham and New Orleans Railway Company which constructed 24.15 miles of track between Bonham Jet. and Bonham, Texas, in 1901, was returned to its own organization in 1923.

The line of the Beaumont and Great Northern, 48.30 miles, from Weldon to Livingston, Texas, constructed in 1905-1908 by the B. & G. N. was turned back to that company in 1923.

The 9.82 miles of the Dallas, Cleburne and Southwestern Railway Company between Egan and Cleburne, Texas, constructed in 1903, was returned to that company in 1923.

The following chart, issued by the M-K-T Lines on August 24, 1933, summarizes the growth of the main line mileage of the present system. There have been no substantial changes since the issuance of these figures save the laying of heavier rail. Mileage listed above, no longer operated by the Katy, is not included in the chart.

MISSOURI-KANSAS-TEXAS LINES

Growth of Main Line Mileage

As reported by Chief Engineer, St. Louis, Mo., August 24, 1933.

<i>Year Built or Acquired</i>	<i>Constructed by</i>	<i>From</i>	<i>To</i>	<i>Miles</i>	<i>Wt. of Rail Laid During Construction</i>
1870	Union Pacific Railway Co., Sthn. Branch	Junction City, Kansas	Parsons, Kansas	156.07	45
	Missouri, Kansas and Texas Railway Co.	Parsons, Kansas	Kans.-Okla. State Line (Chetopah)	25.72	52
	Missouri, Kansas and Texas Railway Co.	Mo.-Kans. State Line (Ft. Scott)	Parsons, Kansas	53.92	52
1871	Missouri, Kansas and Texas Railway Co.	Kans.-Okla. State Line (Chetopah)	Cabin Creek, Okla	27.80	52
1872	St. Louis & Santa Fe Railroad Co.	Holden, Mo.	Mo.-Kans. State Line	36.03	52
1872	Missouri, Kansas and Texas Railway Co. Tebo & Neosho Railroad Co.	Mo.-Kans. State Line	Paola, Kansas	17.49	52
	* Booneville R. R. Bridge Co.	Moberly, Mo.	Mo.-Kans. State Line (Mo. River Bridge)	179.03	56
	(*A Katy organization chartered December 19, 1870)	Booneville, Mo.		0.31	
	Hannibal & Central Missouri R. R. Co.	Hannibal, Mo.	Moberly, Mo.	69.67	56
	Missouri, Kansas and Texas Railway Co.	Cabin Creek, Okla.	Red River	215.58	56
	Missouri, Kansas and Texas Railway Co.	North McAlester, Okla.	Krebs, Okla.	3.36	52
1873	Missouri, Kansas and Texas Railway Co.	Red River	Denison, Texas	4.89	56
1879	Missouri, Kansas and Texas Extension Railway Co.	Denison, Texas	Gainesville, Tex.	41.03	56
1880	Missouri, Kansas and Texas Extension Railway Co.	Denison, Texas	Greenville, Tex.	52.03	56
1881	Missouri, Kansas and Texas Railway Co. Dallas & Wichita R.R. Co. (1874-1876)	Whitesboro, Texas	Connection with T. & P.	0.27	
	Missouri, Kansas and Texas Railway Co.	Denton, Texas	Dallas, Texas	36.38	52
	Missouri, Kansas and Texas Railway Co.	Ft. Worth, Texas	Taylor, Texas	160.85	56
	Missouri, Kansas and Texas Railway Co.	Atoka, Okla.	Lehigh, Okla.	9.21	56
	Missouri, Kansas and Texas Railway Co.	Greenville, Tex.	Mineola, Tex.	50.46	52
1882	Missouri, Kansas and Texas Railway Co.	Echo, Texas	Belton, Texas	7.09	52-56
1884	Denison & Washita Valley Railway Co.	Lehigh, Okla	Coalgate, Okla.	4.77	56

<i>Year Built or Acquired</i>	<i>Constructed by</i>	<i>From</i>	<i>To</i>	<i>Miles</i>	<i>Wt. of Rail Laid During Construction</i>	<i>Y Bus Acq</i>
1886	Parsons & Pacific Railroad Co.	Parsons, Kans.	Coffeyville, Kans.	32.57	52	190
	Dallas & Greenville Railway Co.	Dallas, Tex.	Greenville, Texas	53.87	52-56	191
1887	The Kansas City & Pacific Railroad Co.	Paola, Kans.	Parsons, Kans.	94.70	52	
	Dallas & Waco Railway Co.	Dallas, Tex.	Hillsboro, Tex.	65.26	56	191
	The Taylor, Bastrop & Houston Ry. Co. (Started 1881 and completed by M. K. & T. Ry. Co.)	Taylor, Tex.	Pisek, Texas	90.29	56	
	Missouri, Kansas & Texas Railway Co.	Lockhart, Tex.	San Marcos, Tex.	15.58	56	
	Gainesville, Henrietta & Western Railway Company	Smithville, Tex.	Lockhart, Tex.	36.15	56	191
1890	Sherman, Denison & Dallas Railway Co.	Gainesville, Tex.	Henrietta, Tex.	70.25	56	
1892	Denison & Washita Valley Railway Co.	Denison, Texas	Sherman, Texas	10.62	56	
1893	Missouri, Kansas & Eastern Ry. Co. M. K. & T. Ry. Co. of Texas	Warner Junction, Texas	Ray, Texas	4.80	66	
1895	St. Louis & Kansas City Railway Co. Southwestern Mineral Railway Company	Machens, Mo.	New Franklin, Mo.	162.32	60	
	Wichita Falls Railway Company	Pisek, Texas	Houston, Texas	76.02	60	
	Missouri, Kansas & Texas Railway Co.	Bryson, Mo.	Holden, Mo.	33.12	63	191
	Kansas City, El Dorado & Southern Railway Co.	Cherokee Jct., Kansas	Mineral, Kans.	15.69	56	
	Missouri, Kansas & Texas Railway Co.	Henrietta, Tex.	Wichita Falls, Tex.	18.02	60	191
1897	Missouri Midland Ry. Co. M. K. & T. Ry. Co. of Texas	Jefferson, Mo.	Jefferson City, Mo.	1.29	56	
1899	Kansas City, Fort Scott, Iola & Western Ry. Co.	Walker, Mo.	Eldorado Springs, Mo.	14.04	52	192
	Missouri, Kansas & Texas Railway Co.	Krebs Jct., Okla.	Gaines Creek, Okla.	9.59	52-56	192
1901	Missouri Midland Ry. Co. M. K. & T. Ry. Co. of Texas	McBaine, Mo.	Columbia, Mo.	8.48	60	192
1902	Missouri, Kansas & N'western R.R. Co. Fort Scott, Iola & Western Ry. Co.	San Marcos, Tex.	San Antonio, Tex.	46.14	60	192
1903	Granger, Georgetown & San Antonio Ry. Company	Joplin, Mo.	Mineral, Kansas	26.89	63	
	Missouri, Kansas & Oklahoma R.R. Co.	Moran, Kansas	Iola, Kansas	13.63	52	
	Missouri, Kansas & Texas Ry. Co.	Granger, Tex.	Austin, Texas	45.75	63	
		Wybark, Okla.	Osage, Okla.	79.37	60-63	
1904	Missouri, Kansas & Oklahoma R.R. Co.	Coffeyville, Kans.	Oklahoma City, Okla.	168.96	66	
	Missouri, Kansas & Texas Ry. Co.	Gaines Creek, Okla.	Wilburton, Okla.	16.70	63-66	

<i>Year Built or Acquired</i>	<i>Constructed by</i>	<i>From</i>	<i>To</i>	<i>Miles</i>	<i>Wt. of Rail Laid During Construction</i>
1907	Missouri, Kans. & Tex. Terminal Co. of Kansas City	Glen Park, Kans.	City Terminals		
1910	Missouri, Kans. & Tex. Terminal Co. of St. Louis, Mo.	St. Louis Terminals			
1911	Texas Cen. R.R. Co. (Constructed 1883) (Constructed 1900) (Constructed 1902) (Constructed 1907) * (Constructed 1910) Missouri, Kansas & Texas Railway Co.	Ross, Texas Albany, Texas Waco, Tex. Stamford, Tex. De Leon, Tex. Chitwood, Mo.	Albany, Texas Stamford, Tex. Ross, Tex. Rotan, Tex. Cross' Plains, Tex. Connection with Joplin	175.50 38.70 12.00 41.96 40.60 3.13	56 56-60 77½ 56 56 63-66
1913	Wichita Falls & N'western. Ry. Co. of Texas	Wichita Falls, Tex.	Red River	16.61	65
1913	Wichita Falls & N'western. Ry. Co. (Constructed 1907) (Constructed 1909) (Constructed 1910) (Constructed 1910) (Constructed 1911) (Constructed 1912)	Red River Frederick Altus Altus Elk City Leedy Otex	Frederick, Okla. Altus, Okla. Elk City, Okla. Otex Leedy, Okla. 	32.60 25.60 60.00 40.95 35.80 133.17 16.48	65-60 60 60 65-60 65 65 65-60
1917	San Antonio Belt & Terminal Ry. Co.	San Antonio, Tex.		7.26	66
1919	M. K. & T. Ry. Co. of Tex. (Dallas Division)	Hillsboro, Tex.	Extend Dallas Div.	0.08	85
1921	Missouri, Kansas & Texas Railway Co.	Oklahoma City Cut-off		0.85	85
1922	M. K. & T. Ry. Co. of Texas (Dallas Division)	Hillsboro, Tex.	Extend Dallas Div. to Hilo	1.17	85
1924	Missouri, Kansas & Texas Railway Co.	Extend main track at Forgan		0.09	65
1931	Beaver, Meade & Englewood R.R. Co. (Constructed 1915) (Constructed 1925) (Constructed 1927) (Constructed 1929) (Constructed 1931)	Forgan, Okla. Forgan Turpin Hooker Hough	Beaver, Okla. Turpin, Okla. Hooker, Okla. Hough, Okla. Keyes, Okla.	6.62 19.88 18.48 20.06 40.09	52-56 65-66 60-66 60 56-66

Total Constructed 3149.74

* I. C. C. authorized abandonment Jan. 21, 1944.

The most recent addition to the mileage of the present Katy System is the 105-mile line constructed during the period 1915-1931 by the Beaver, Meade and Englewood Railroad Company between Beaver and Keyes, Oklahoma. The B. M. & E. was incorporated in Oklahoma on June 12, 1912. Permission to operate the road was sought by both the

Katy and the Rock Island; in 1931 the Interstate Commerce Commission decided the argument in favor of the Katy.

At the present writing, the Katy operates a total of 3188 miles of main line track of which 1798 miles are assigned to the M-K-T Railroad Company and 1390 miles assigned to the M-K-T Railroad Company of Texas. The only main line double track in use was laid in 1907 with 90-pound rail between Stringtown, Okla., and Red River, a distance of about 52 miles.

Older main line rail as laid originally has been replaced until the minimum weight of 85-pound rail for main line service has been established over the entire system; most of the main line rail in use at the present time consists of 90-pound steel.

From present indications, the Katy will continue to operate, without substantial change, as one of the principal railroads of the Southwest for many years to come. The policy of the company is highly conservative and designed toward operation with a minimum of waste and with the highly efficient service to the public for which it has long been noted.

II. DEVELOPMENT OF MOTIVE POWER ON THE KATY SYSTEM

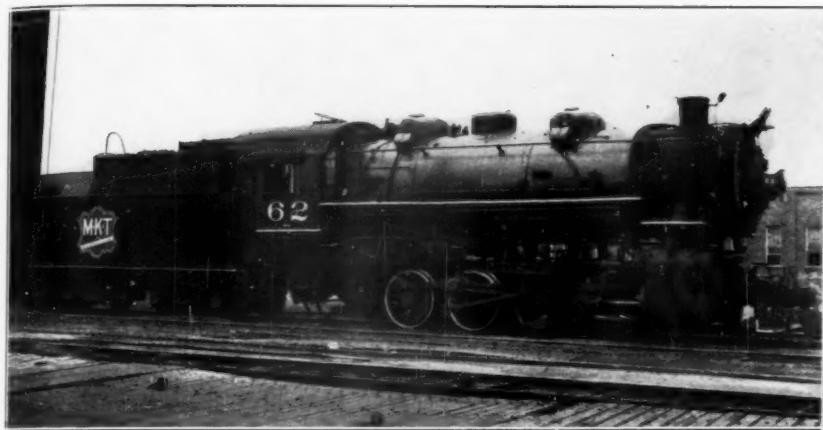
II. DEVELOPMENT OF MOTIVE POWER ON THE KATY SYSTEM

Even a casual study of the motive power of the Katy System readily yields the conclusion that its policies have been decidedly conservative. During the early years the motive power appears to have been little different in size and type from that of other major systems. The familiar eight-wheeler, or American type, locomotive fulfilled most of the requirements of both freight and passenger service as it did almost universally on the railroads of that early period. There are a few 2-6-0, or Mogul, type locomotives in the early rosters, whose dimensions suggest that they were a large engine for that day. It is likely they were used to a great extent on the heavy grades between Sedalia and Franklin, Mo.

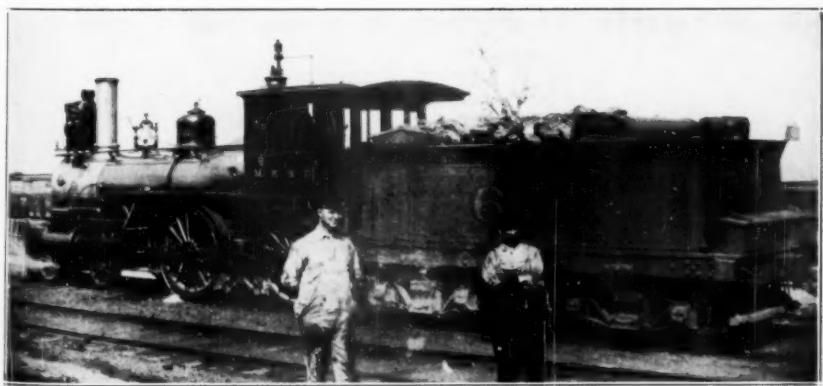
In 1883, twenty 2-6-0 type engines, with road numbers 127 to 146, inclusive, were acquired from the Rogers Locomotive Works. Since the Katy at this time was under control of the Missouri Pacific (Gould System), it is presumed these engines were ordered by the latter road. This seems probable in view of the fact that twenty duplicates of these engines were in service on the Texas and Pacific, another Gould property, for many years. These engines bore road numbers 141 to 160, inclusive. In the late 80's, the Gould System was broken up to a certain extent, the Katy then passing out of the orbit of its influence with the result that their motive power policies subsequently became widely divergent.

The Katy evidently found the 2-6-0 type an ideal engine for expeditious handling of fairly heavy trains. On the Gould System, including the International & Great Northern, conditions were the reverse. By way of illustration, the Texas and Pacific, in 1911, had a total of 388 locomotives, only twenty of which, already mentioned, were equipped with the two-wheel engine truck. In 1901, when the Missouri Pacific needed heavy power in the Ozarks, they favored the 4-8-0 type in preference to the 2-8-0 type which was almost universally favored at that time. The Gould System lines were noted for poor roadbed and it is probable they did not regard the Mogul type as suitable under the conditions prevailing on their lines. The Katy, on the other hand, always had track conditions much better than average and the 2-6-0 type performed well. Few derailments occurred, even though Katy freight trains operated at a speed somewhat in excess of that attained on other southwestern roads. Due to good tracks and a policy of maintaining low gradients, Katy 2-6-0 type enjoyed higher tonnage rating than similar engines of neighboring roads, thus giving them long years of useful service before changing conditions finally forced the use of heavier motive power.

The 2-6-0 Rogers engines were evidently successful since twenty Baldwin 2-6-0's were acquired in 1886; these were nearly duplicates of the Rogers engines. They were followed, in the period 1889-1892, by 62 additional Moguls from the Baldwin Works. These engines had slightly larger dimensions and more power than their predecessors and became



—Courtesy of Ralph Graves.
M-K-T #62. Class C-1-b 54%. ALCo-Richmond 1923 #63816.



M. K. & T. #65. Rogers 1873 #2314. Scrapped at Parsons, 8-1912. Photo about 1898.



widely known as the "Katy Hogs." Finely designed, excellently maintained and using the finest fuel (McAlester coal), these engines performed in a noteworthy manner. They were well and favorably known throughout the Southwest for their ability to handle heavy trains and for their capabilities in the attainment of high speeds. When conditions required, they were swung into passenger service where their performance was likewise satisfactory. Trains never seemed too heavy nor the time too fast for these engines.

While it was always the policy of the Katy to use engines of conservative dimensions, there have been a few exceptions. In the early 1890's, the McAlester coal fields came into prominence due to the excellent quality of the coal, considered by some to be second only to the famous Pocahontas of the Virginias. The resulting tonnage movement was evidently too much for the Moguls, hence the introduction of the 2-8-0 type on the Katy. Seven of these engines were acquired in 1893, followed by 13 slightly larger engines during 1894 and 1895. The seven first mentioned came equipped with Vauclain compound cylinders. It is evident they did not come up to expectations, as the engines acquired in 1894 and 1895 came equipped with simple cylinders. These engines handled the heavy coal traffic for many years and to all accounts were a good engine. In later years, when heavier power was introduced, these early 2-8-0's were relegated to yard service.

The panic of 1893 affected the Southwestern railroads adversely and few additional 2-6-0's were acquired for several years. In 1895, twelve 2-6-0 type engines, slightly heavier and more powerful than the preceding engines of this type, were acquired. The order was divided among three builders, as follows: Baldwin, Nos. 252-254; Brooks, Nos. 255-259; and Richmond, Nos. 260-263. The Richmond engines differed from the others in having cross compound cylinders; they were evidently not an unqualified success as they were soon converted to simple engines. The Baldwin and Brooks engines were admirable machines and were well liked. The Katy has always been very critical in the designs of their engines and it is likely the division of this order among the various builders was to make comparison of their products. The Baldwin engines were evidently regarded as superior due to two duplicates, Nos. 264-265, being ordered from that builder in 1896. No more 2-6-0's were ordered until 1898, at which time five, Nos. 266-270, were ordered from the Pittsburgh Works. These engines were of similar dimensions to the 1896-built engines, but carried ten pounds higher steam pressure, 180 pounds total. They were followed in 1899 by ten more, practically duplicates, from the Richmond Works, under road numbers 400-409.

Following the war with Spain in 1898, the country experienced a notable boom for some eight or nine years, with traffic on the Southwestern roads increasing during this period. The Katy met this condition by acquiring twenty-one 2-6-0 type engines from the Baldwin plant in 1900, (Nos. 410-430), and 24 additional engines (Nos. 448-471) from the same works in 1901. The design was similar to previous Baldwins, but were of larger dimensions and increased boiler pressure (190 lbs.). They proved a notable addition and early demonstrated their ability to

handle heavy trains at the required speed. They were of a sturdy design, with large wearing surfaces, and had a reputation of being very trustworthy and available.

In 1901, due to enormous increase in traffic, the locomotive builders fell far behind in their orders. The Katy, which had patronized Baldwin exclusively for some time, turned to the American Locomotive Co. for additional engines. Five 2-6-0 type, Nos. 443-447, were obtained from the Schenectady plant; these were of the same dimensions as the 448-471 series but differed from the Baldwin engines in having a very high wagon top boiler. The straight boiler had been standard on all previous 2-6-0's built between the years 1889 and 1901. These Schenectady engines, with their high domes, were placed in service in south Texas where water conditions were unfavorable. Due to the high steam domes, more water could be carried in the glass, a fact which rendered them popular with engine crews. Shortly after being placed in service, one of these engines, No. 444, handled a train of 144 cars between Smithville and Houston, Texas; this attracted much attention at the time.

Five 2-8-0 type Schenectady-built engines, Nos. 438-442, were placed in service at the same time the 443-447 series were acquired. These engines had an appearance and dimensions much at variance with usual Katy standards and it was a general belief that they originally were intended for some road other than the Katy. This group had dimensions identical with Schenectady-built 2-8-0's for the Boston and Maine in 1901. The 443-447 series 2-6-0's, due to their un-Katylike appearance, were suspected of having been designed for another road.

In 1902, a radical departure in the 2-6-0 design occurred with the acquisition from the ALCo-Schenectady Works of ten engines, Nos. 472-481. With 20x28-inch cylinders, 63-inch drivers, 200 lbs. steam and a total weight of 155,000 pounds, these engines exceeded all preceding 2-6-0's in power and speed possibilities. They were equipped with wide fireboxes, the first 2-6-0's to be so equipped on the Katy. Ten duplicates, Nos. 482-491, were supplied by Baldwin during the same year. These engines were a pronounced success and were followed in the next few years, 1903-1907, by 130 similar units of which six, however, Nos. 575-580, were somewhat smaller and had narrow fireboxes. After 1907, no more 2-6-0's were acquired by the Katy. This type of engine served the Katy well and it is likely that the Katy had a higher percentage of 2-6-0 type engines on their roster than any other of the large systems. This seems evident in view of the large number the road has owned, being close to 350 units in a total of about 1000 units, or 35 percent of the total units owned. The next most numerous group are the Mikado (2-8-2) type, of which there have been 190 units.

Of the 2-8-0 type purchased in 1895, all were duplicates save one, the No. 251. This engine was equipped with Wootten type firebox and double cab and was intended to be fired with slack coal, much of which was available in the McAlester fields. This engine hauled coal drags between Denison and Atoka for a number of years, but from all accounts was not notably successful.

In 1900 and 1901, seven 2-8-0's were acquired; they were of the same dimensions as the 1895 group but were somewhat heavier. Two of this group were of the same style as the No. 251 and were used on the heavy grades between Sedalia and Franklin, Mo. It was then a problem to get tonnage trains over this stretch at speed and special designs were used as helpers. All the double cab, Wootten type engines were later rebuilt to conventional design. They had enormous fireboxes; as one engineman who worked on these engines expressed it; they had fireboxes "as big as my backyard."

In 1901-1902, three 2-8-0's, much larger than previous engines, were placed in this service; these were a Baldwin-built engine and bore road numbers 492-494. The No. 494 was equipped with double cab and Wootten type firebox and was rebuilt with conventional firebox later with its sisters, the Nos. 251, 432 and 437.

No more 2-8-0 type engines were acquired until 1910, when forty of this type, Nos. 616-655, were obtained from the American Locomotive Co. These engines originally had slide valve cylinders, 22x30-inch, and used saturated steam. In later years 24x30-inch piston valve cylinders and superheaters were applied. These engines were a substantial addition to the motive power of the Katy.

In 1913, the 2-8-2 type was introduced and proved very successful. In the following years, up to 1923, a total of 190 units of this type had been built for the Katy. They constitute the latest freight power of the road and handle all through freight on the main line today.

The Katy has, for many years, enjoyed the distinction of furnishing fast, dependable passenger service. The "Katy Flyer," inaugurated in 1893, was for many years one of the fastest and best-known trains in the Southwest. The early passenger power of the Katy consisted of 4-4-0 type engines with moderate dimensions. In 1890 and 1892, twelve 4-4-0 type engines, Nos. 275-286, were obtained from the Baldwin Works; they were a large engine for that time. In later years their 63-inch drivers were increased to 69-inch and they proved highly successful in handling the various main line, high speed passenger trains. In 1923-1924-1925, they were further rebuilt with piston valves and superheater. In 1902, two engines, Nos. 273-274, were constructed in the company shops from parts of existing engines; these are said to have been the largest 4-4-0's on the road.

In 1893, the 4-6-0, or ten-wheeled, type engine was first introduced in heavy passenger service in the territory north of Denison, Texas. This first group consisted of nine Baldwins, Nos. 287-295, equipped with Vauclain compound cylinders. The performance of these compounds was evidently such that a continuance of this type was not desirable, as in 1895 seven passenger engines were obtained with simple cylinders. These engines, Nos. 296-302, were of the Atlantic or 4-4-2 type and were among the earliest engines of this wheel arrangement to be placed in service in the United States, closely following the famous progenitor of this type built by Baldwin for the Atlantic Coast Line; in fact, being second only to them in origin.

In 1899, five 4-6-0 type, Nos. 303-307, were acquired from Baldwin; these engines were of dimensions consistent with what was in use as passenger power on other roads of that period. In 1902, ten additional 4-6-0's, Nos. 308-317, acquired from Baldwin, were a larger engine and with their 72-inch drivers possessed excellent speed capabilities. These engines were assigned to the district between Parsons, Kansas, and Denison, Texas. Certain stretches on this district were favorable for fast running and these engines demonstrated their ability to make up time with trains that were delayed.

During the period, 1904-1907, 25 additional 4-6-0 type were obtained from ALCo and Baldwin; their characteristics were similar to those of the 1899-built Baldwins. They were a fast, dependable engine and were well liked. In 1906, when the Katy and Frisco were racing the Gould Lines for the mail contract between St. Louis and Texas, one of this group, No. 328, a Baldwin, was clocked at 93 miles per hour between Greenville and Dallas.

Two 4-6-0 type obtained from Baldwin in 1906 differed from other engines of this type in having balanced compound cylinders. These engines, Nos. 336 and 337, were heavier and more powerful than others in this series. They are said to have given a good account of themselves in heavy passenger service, especially where stops were frequent. Maintenance, however, was higher than that required for engines with simple cylinders and they were deficient in speed. They were rebuilt with superheaters and simple cylinders in 1920.

In 1906, a larger 4-6-0 type was introduced and up to 1910 a total of 31 of these were built. These engines had 73-inch drivers as compared with 68 or 69-inch on earlier engines. Cylinders were 20x28 or 21x28-inch. They were the last 4-6-0's acquired by the Katy. In later years, they were equipped with piston valves and superheaters and were rated as an excellent engine. Six of these were still in service, in 1939, on the Parsons-Oklahoma City run, but were dismantled in May, 1940. The 4-6-0 type is now extinct on the Katy System.

In 1910, the 4-6-2, or Pacific, type was introduced in passenger service and up to 1923 a total of 64 of this type were acquired. Their tractive effort ranges from 33,000 to 43,000 lbs. and they are considered as among the best engines of their type in the Southwest.

An interesting adaptation of freight engines to passenger service on the Katy occurred in 1904. The St. Louis World's Fair threw a large amount of additional passenger traffic on the railroads of the Southwest. The Katy met the demand for additional passenger engines by taking some of the 1899-built Richmonds (400-409 series) and increasing the driver diameter from 57 to 63-inch. They gave a good account of themselves in passenger service, all but No. 403 having been so converted.

The Katy, in common with other roads of the Southwest, did not use standard switch engines to any great extent in the early days. However, in 1904, ten standard 0-6-0 type switchers were ordered from ALCo, and from then up to 1911 a total of 34 of these switchers were obtained from ALCo and Baldwin. They were a fairly heavy engine for

that period. As built, they had slide valves and used saturated steam. In later years, piston valves and superheaters were installed. Quite a number of these are still in service in the smaller yards. About twenty years ago, the 0-8-0 type came into prominence for heavy yard service. The Katy ordered twenty of these from Lima in 1920, followed in 1923 by ten more from ALCo. These engines are practically a duplicate of the well-known U. S. R. A. 0-8-0 type developed during Government control of the railroads during the World War; they have rendered excellent service in the larger yards of the system. In late years, their boiler pressure has been increased to 185 lbs., giving them a tractive effort of 53,950 lbs. The most notable switchers of the Katy are a group of 0-8-0's numbered 101-110, obtained from Lima in 1925. With a tractive effort of 63,100 lbs. and a weight of engine of 244,000 lbs. they rank among the heaviest and most powerful 0-8-0's in the Southwest. These engines are used in heavy yard service at Denison and at Parsons, and in transfer service in the Fort Worth yard. On the latter assignment, heavy grades prevail, and these engines have given a good account of themselves. A novel feature of these engines are the exterior dry pipe and cylinder steam pipes.

Since their separation from the Gould System, the Katy has been fortunate in having a very efficient and conservative mechanical department. All new power that has been acquired in these years has been carefully designed with a view to performance and maintenance, and motive power which developed shortcomings has been rebuilt in the company's own shops. Today, the Katy motive power roster may be said to represent a group of clean cut engines which compare favorably with the best motive power in the Southwest. One feature of the motive power is ready accessibility of parts, making for economical repairs. The conservative policy of the mechanical department is well reflected in the restriction of locomotives to a few standard types designed with an eye to their basic utility. This has left little room for experimentation with freak or odd designs. The policy may be said to have been that of hewing to the line and getting the job done in the simplest manner possible. The history of compound engines on this system further illustrates the point. The first recorded compound on the Katy was a 2-6-0, No. 200, one of a large group obtained from Baldwin in 1892; the engine had Vauclain cylinders. That it was experimental is seen in the fact that all others of the group were simple. Preliminary tests must have been favorable, as in the following year nine 4-6-0 and seven 2-8-0 type were obtained equipped with Vauclain cylinders. These engines were evidently subjected to more thorough testing than the first unit with the evidence pointing to a lack of superiority over engines with simple cylinders; in 1894 and 1895, a large number of engines ordered were all simple save the Richmond cross compounds mentioned previously. These latter evidently did not measure up to expectations and were later simplified. One big drawback to the compound engine was increased maintenance and the necessity of educating engine crews in their proper handling. During the early days, skilled labor was scarce in the South-

west and labor turnover was large. This represented a maintenance problem and the Katy mechanical department very logically concluded that a well maintained simple engine was superior in performance to a poorly maintained compound engine. Hence, the acquiring of simple engines for some years to come. In 1902, Baldwin developed the four cylinder balanced compound and in the next few years quite a number were built for various roads. For certain kinds of service, this was an excellent engine. The Katy ordered two experimental 4-6-0 type with balanced compound cylinders and gave them a thorough tryout. While they demonstrated their ability to perform well in certain kinds of service, they could not come up to the simple engines for all-round service and were accordingly not duplicated in succeeding orders. These two engines, Nos. 336-337, were the last compounds to be acquired by the Katy; they were simplified in 1920 and superheaters applied. As rebuilt, they were rated as very good engines in local passenger service.

Aside from the four Wootten type 2-8-0 engines and the 23 compound engines of various types, the motive power policy of the Katy may be said to have been conservative in a marked degree. And these exceptions do not bulk large in a total of some thousand units which have seen service. It is significant that not one compound of the Mallet type has seen service on the system. The simple, unpretentious appearance of Katy engines today is the best outward evidence of a conservative policy which other railroads, many of which are heavily in debt with super power equipment, might do well to emulate.

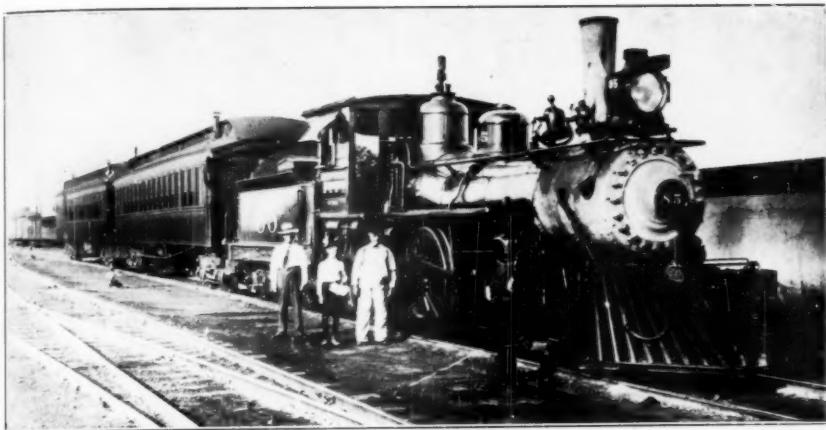
III. MISCELLANEOUS ITEMS CONCERNING MOTIVE POWER AND EQUIPMENT

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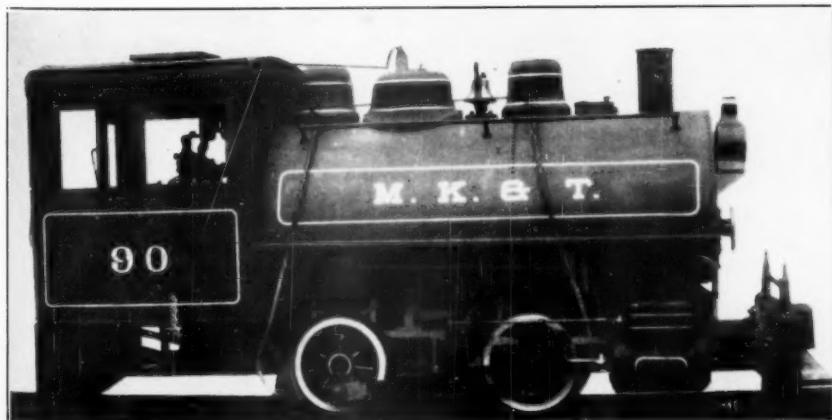
A study of Katy blue prints and shop records reveals numerous points which seem worthy of brief mention on account of their general interest. A pioneer builder among the railroads of the Southwest, it is not surprising that the Katy has been among the leaders in other respects. Although the motive power policy of the Katy has always been of a highly conservative nature, there has been no hesitancy in adopting equipment which, though new, gave promise of utility in every day use. Mention is made elsewhere of the adoption and trial of new types of motive power with this end in view.

The adoption, beginning in July 1895, of seven Atlantic type locomotives for passenger service, marked the second time in history that a quantity order had been placed for this type of locomotive. The Baldwin Locomotive Works, earlier in the same year, had completed the same number of Atlantic type locomotives for the Atlantic Coast Line, following these closely with those ordered by the Katy. The Baldwin classification for the Katy group was 10-32- $\frac{1}{4}$ -C 8 to 14. To the initiated, this means the engines had ten wheels; the $\frac{1}{4}$ indicates trailer wheels; the "C" indicates two pairs of drivers; half of 32, plus 3, gives the diameter of the cylinders, 19"; and the engines were the eighth to fourteenth of this kind ever built.

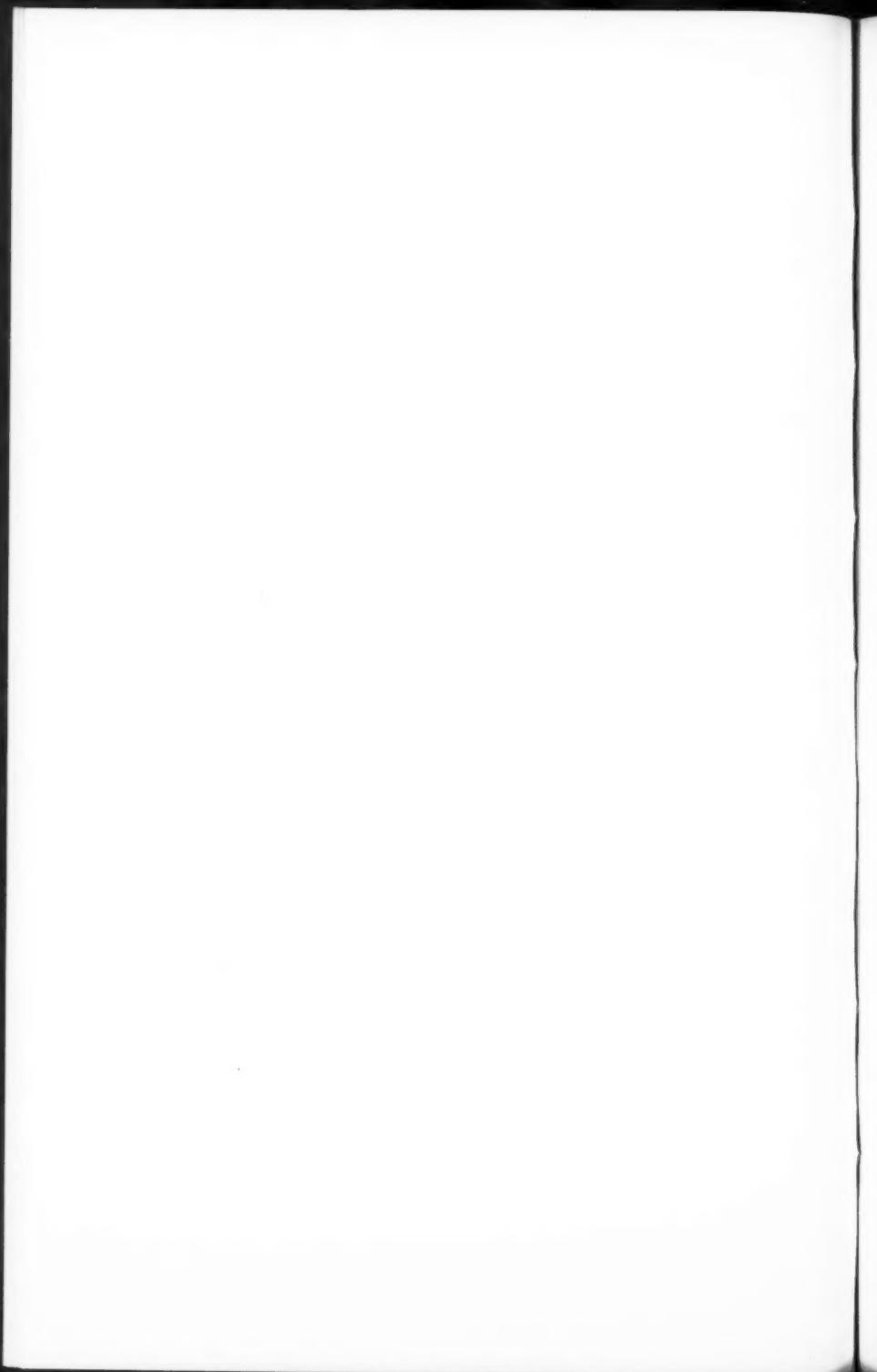
One would scarcely look for a railroad in the Southwest to have any use for a wide-firebox Wootten type locomotive, much less be among the first of the railroads in the southwestern United States to employ such motive power. The Katy, however, was again to the fore when, in 1895, they purchased from the Baldwin Works the first of four such units, all of the 2-8-0 type designed for burning slack coal of the McAlester district. These engines came to be known as "Mudhens," presumably because of a perverse tendency to leave the track. The first of these units, the No. 251, later No. 613, was turned out at the Baldwin plant in July, 1895, simultaneously with the first unit of the Atlantic group. An old blueprint gives specifications of this pioneer locomotive, the chief of which are quoted herewith. Cylinders were 21x26"; drivers were 56" outside diameter, with 50" centers. Rated tractive effort was 31,320# with a steam pressure of 180#. Weight on drivers, with two gages of water, was 136,600#. The engine weighed a total of 148,600#, while weight of engine and tender complete was 130 tons. Total wheelbase of engine and tender was 51 ft. 5 $\frac{1}{2}$ in. Grate area was 76 sq. ft., something to give pause to the firemen of that day. The boiler contained 309 tubes of 2-inch diameter, 10 ft. 3 in. in length. Total heating surface was 1869 sq. ft. The tender carried 5000 gallons of water and 26,000 pounds of coal. This engine was followed in 1900 by the No. 432, in 1901 by the No. 437 and in 1902 by the fourth such unit, the No. 494. The later units, Nos. 432, 437 and 494, were somewhat heavier and more powerful, having a steam pressure of 200#. These engines were changed to single cab conventional 2-8-0 type during the period 1909-1913.



M. K. & T. #85. Baldwin 1877 (#4167). Local passenger train about to leave Denison, Texas, for Bonham, Texas, Sept. 6, 1906.



M. K. & T. #90. ALCo-Cooke, Sept. 1916 #55804. 3-foot gauge. Dismantled at Parsons, Dec. 1936.



It will probably be a matter of surprise to many to learn that the Katy at one time was the proud possessor of an inspection locomotive which had all the appointments of the best of its kind to be found on the Eastern lines. In truth, this unit was constructed at the instigation of Mr. Chas. E. Schaff, then President of the Katy lines. This will be better appreciated when it is understood that Mr. Schaff came to the Katy from the New York Central where every executive of any account had an inspection engine at his disposal. The previous and subsequent history of this is sufficiently unusual to deserve further attention; no other locomotive of the Katy System enjoyed such a devious career. The original unit bore road number 112 and is believed to be one of a group transferred from the Missouri Pacific to the Katy in the 80's during the Gould regime. The No. 112 was built by Baldwin sometime between 1869 and 1876; the year has not been fixed with certainty. In December, 1894, the engine was rebuilt with new firebox, flues and boiler, continuing in service until the general 1912 renumbering when it was renumbered 303. In 1913, it was rebuilt to inspection type, receiving a new boiler and new frames. It was renumbered 1 and named "Texas." In February, 1916, the No. 1 was changed back to conventional 4-4-0 type and renumbered 322. In 1925, the engine received a new boiler from the Richmond Works of the American Locomotive Co., serial GO-97411-4, at the same time being fitted with new flues, a superheater and piston valve cylinders. The engine then served uneventfully for six years, being sold finally in January, 1931, to the Eastland, Wichita Falls and Gulf Railway. So far as the writer is aware, this locomotive was the only true inspection type ever used in the Southwest, although a rumor exists that a similar, but smaller, unit was built by Baldwin in the 1890's for the Choctaw, Oklahoma & Gulf, a Rock Island predecessor.

Prior to the advent of Inspection Engine No. 1, the Katy had been using small steam inspection units constructed in the Katy shops. Original records of these units are not available, but as nearly as can be ascertained they were built in 1895. At least three of them were in service; they bore numbers 1, 2 and 3. The general specifications of the group were as follows:—Cylinders 5x8"; wheel centers were 25 $\frac{3}{4}$ " diameter. Steam was supplied by a vertical boiler containing 61 flues of 1 $\frac{1}{2}$ " diameter and 38" length. The boiler held 77 gallons of water and the tank 154 gallons. Wheelbase was 6 ft. 6 in. Steam pressure varied from 120# to 160#, while the weight ranged between 17,000# and 19,000#. The ears had an open structure with a transverse seat across the forward end. The wheel arrangement was what might be described as 0-4-0. There is evidence that unit No. 3 was dismantled at Parsons, 11-7-1918, while #1 was dismantled at Denison, Texas, Jan. 31, 1914 and #2 was sold 1-31-1915.

Search of old records reveals that the Katy never applied names to their early locomotives as was the general custom sixty and seventy years ago, although other southwestern roads contemporaneous with the Katy, such as the Santa Fe and Frisco, applied names widely to early day motive power.

The first electric headlight, of the arc type, was applied to Katy locomotives late in 1903 or early in 1904. The original design consisted of arc and oil headlights mounted back to back on a revolving shelf; only a few of these were applied. Faith in the efficiency of the arc light would appear to have been low in those days. With the passage of electric headlight laws in Oklahoma and Texas about 1907, all road engines were required to be so equipped. Prior to this, only engines in passenger service had been fitted with the electric headlight. The laws passed in Texas and Oklahoma were followed by a similar decree of the Interstate Commerce Commission in 1911. Oil headlights continued in use on Katy yard engines as late as 1912. By 1918, arc lights had been replaced by the incandescent lamp for headlights.

Automatic couplers were first applied to Katy equipment in 1892. At the end of the fiscal year, June 30, 1893, 745 cars in freight service had been equipped with air brakes and automatic couplers. The 1897 report states that 5200 cars had been so equipped. By 1900, the fitting of equipment with the new devices is said to have been completed. In 1892, 139 of 217 locomotives were equipped with driver brakes.

Application of the main air reservoir on rear of tender continued as standard practice for many years and was still in use as late as 1918.

Diamond stacks had been discontinued generally by 1901, although a few continued in use on the eastern end of the road as late as 1905-06.

During the 90's and early 1900's, the staging of prearranged collisions by private individuals was a favorite outdoor sport. However, it remained for the Katy to be the first railroad to conduct a venture of this kind; so far as the writer is aware, it is the only instance of the kind. The idea was conceived by Mr. W. G. Crush, then passenger traffic manager and now special passenger representative at the Dallas Highland Park Station. The actual event, which was staged near West, Texas, on Sept. 15, 1896, was preceded by volumes of publicity which aroused public interest to a high pitch. The event is said to have attracted more than 30,000 persons from every section of the United States. The Katy ran 35 special trains to handle the throng. The collision was staged between two old Grant locomotives, Nos. 120 and 123, both of the 4-4-0 type. The engines were renumbered 999 and 1000 for the occasion, the 999 being painted a bright green and the 1000 a fiery red for the event. Each drew a train of six freight cars. A two-mile section of track was selected so that each train was one mile from the eventual point of contact. They were set in motion by selected crews who jumped off before high speed was attained. The whistle cord of each locomotive was fastened to one of the driving wheels so as to provide intermittent sounding of the whistles; to the blasts of the whistles was added the sound of exploding torpedoes with which the track was liberally strewn. This was followed by the explosion of one of the boilers as the two locomotives collided at full speed. It is said Mr. Crush has since had no intention of repeating his famous collision, but is content to remain the only railroad man to have staged such an event. Following the collision, the remains of the two locomotives were shipped to Parsons, Kansas, as scrap.

During the World War period, or shortly after, the Katy was the unwilling recipient of twenty locomotives sent to it for lease by the United States Government. Of these, ten were 0-8-0 type U. S. R. A. Baldwin switchers and the remainder were decapods which had originally been constructed for the Russian Government. Of the latter, two were Baldwin and the others from the Richmond Works of the American Locomotive Company. None of these engines were retained by the Katy, but were shortly returned. The 0-8-0 type engines subsequently went to the New York Central and were reassigned to the Big-Four. The following tables indicate such information as is available concerning these locomotives.

I. 0-8-0 type. Baldwin Locomotive Works.

<i>Engine No.</i>	<i>Builder's No.</i>	<i>N. Y. C. Numbers</i>	
		<i>1st</i>	<i>2nd</i>
39	51847	415	7815
40	51848	406	7806
41	51849	414	7814
42	51850	410	7810
43	51851	409	7809
44	51896	413	7813
45	51897	411	7811
46	51898	408	7808
47	51899	412	7812
49	51923	407	7807

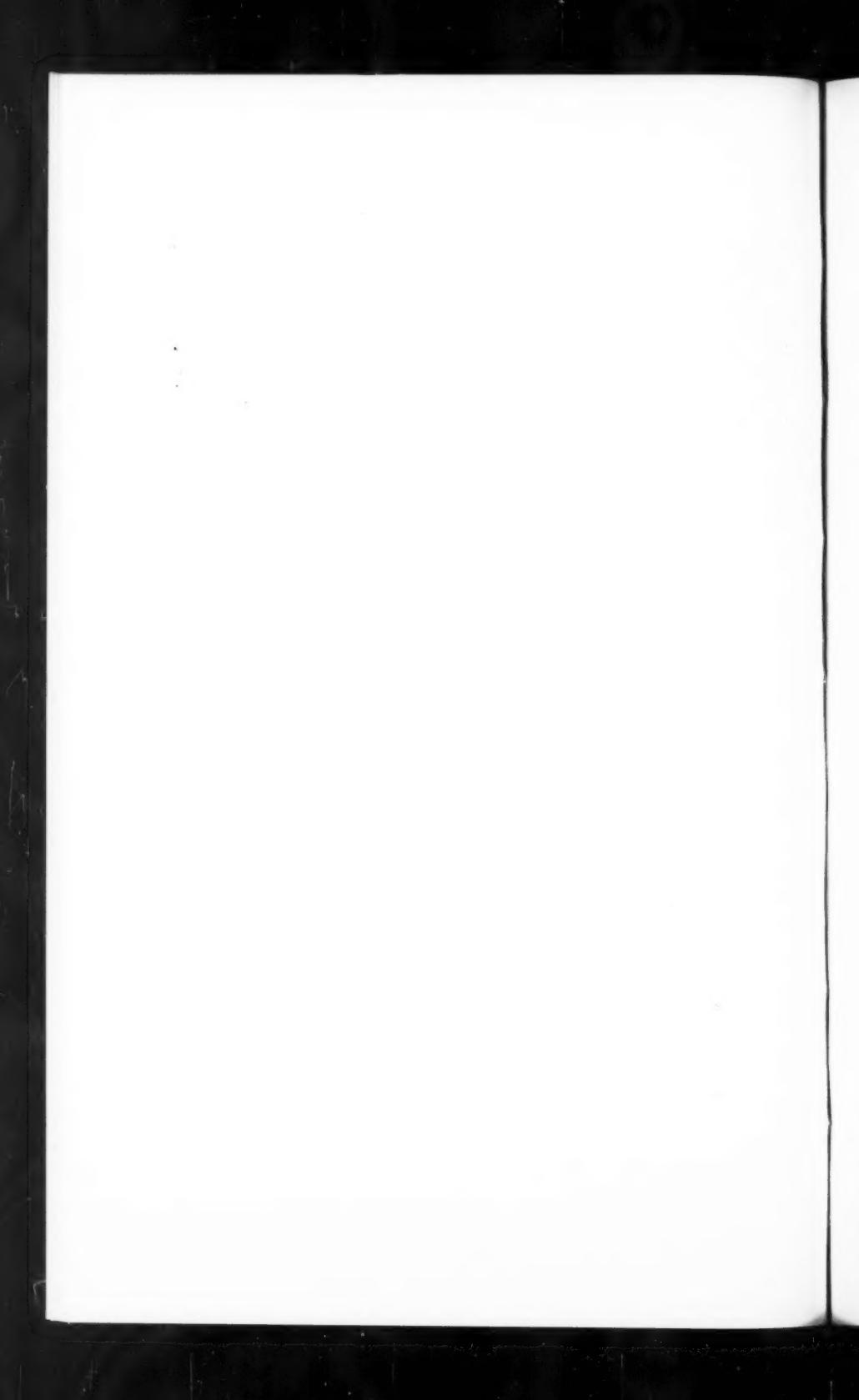
II. 2-10-0 type.

A. Baldwin Locomotive Works.

<i>Engine No.</i>	<i>Builder's No.</i>	<i>Later ownership</i>
8029	48420	Fort Smith, Subiaco & Rock Island No. 101
8030	48466	Erie No. 2454

B. American Locomotive Co., Richmond Works.

<i>Engine No.</i>	<i>Builder's No.</i>	<i>Later ownership</i>
8000	58837	Atlantic Coast Line No. 8000
8001	58838	Erie No. 2469
8002	58839	Southern Ry. No. 1025
8005	58842	Erie No. 2470
8006	58843	Southern Ry. No. 1029
8007	58844	Southern Ry. No. 1030
8010	58867	Frisco No. 1623
8016	58873	Erie No. 2477



IV. CLASSIFICATION AND NUMBERING OF LOCOMOTIVES

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The earliest known roster of Missouri, Kansas and Texas locomotives is found in the Annual Report for the year, 1873. This report merely states that the road owned 30 engines built by Grant, 3 by McQueen, 5 by Pittsburgh, 1 by Hinkley (2nd hand) and 2 Grant switchers, a total of 41 locomotives. Of these, all were 4-4-0 type save the two switchers, which were of the 0-4-0 type. In the 1874 report, all of these engines appear excepting the second-hand Hinkley, which carried road number 1; in addition there had been added a number of new units making a total of 66 locomotives in service. The additions to the roster included five 4-4-0, one 0-4-0 and four 2-6-0 type from Grant Works, ten 4-4-0 from the Mason Works and six 4-4-0 from the Rogers Works. The appearance of the four 2-6-0 type engines from the Grant Works marks the first move toward acquiring of locomotives designed primarily for freight service. The locomotives listed in the 1874 report were numbered consecutively from 2 to 67, inclusive. No attempt at classification, or of segregation of the various wheel types into distinct number classes, is in evidence. Reference may be had to the appended 1874 roster which is given in detail because of its general interest as the first detailed roster of known record.

The first known attempt at introducing a definite form of classification appeared in 1899; this scheme employed letter designations for the various wheel types. A more condensed version of this system was devised in 1903; the use of sub-classes appeared for the first time in this form of classification. The third move toward classification of locomotives came in 1912 coincident with the first and only general renumbering of the locomotives of the system. In this scheme, sub-classification was abandoned in favor of a more simple general designation by letter. It is interesting to note that no class letter had been applied to switchers prior to the 1912 revision. The final designation of classes, and the one in existence at the present time, was introduced when the Katy System underwent reorganization to its present corporate identity in 1923. In making this change, the use of sub-classes was reintroduced. For some years, class letters appeared on the cab panel of locomotives, but this practice has been abandoned and letter classification is used only in connection with shop records.

The actual system of locomotive classification in use at the present time is based on the tractive effort taken to the nearest thousand pounds and is expressed as a percent designation. Thus, a locomotive exerting a tractive effort of 31,000 pounds is known as a 31% engine; this designation is stenciled on the cab panel. The system of classifying locomotives by a percent value appears to have originated in 1903 and in its original form was based on a different concept than that now in use. At that time, engines were rated in comparison with the tractive effort exerted by the most powerful 4-4-0 type engines in service. There were two of these engines, numbered 273 and 274 (later Nos. 301 and 302), which exerted a nominal tractive effort of 21,100 pounds. This value

was taken as an arbitrary standard and given the value 100%. The tractive effort of other locomotives was stated in terms of this designation. Examination of blue prints of this period reveal locomotives rated at as much as 185%, meaning that such a locomotive exerted 1.85 times the tractive effort of engines 273 and 274. This scheme was abandoned in 1912 in favor of the one now in use which employs the first two digits of the actual tractive effort. This method is so universally employed that the letter designation of Katy locomotives may be said to have become, for all practical purposes, a dead issue. In spite of this, it is of interest to indicate the meaning of class and sub-class designations as found in the older rosters. With reference to the letter classification adopted in 1923, several examples will suffice to make this clear. Mogul engines took the letter designation, J, which indicates engines of the 2-6-0 type. Thus, J-5-c and J-5-d, indicate the same wheel type, 2-6-0; the numeral, 5, indicates same tractive effort for both groups; the final letter, c or d, indicates relative date of purchase, c being older than d. A smaller numeral signifies smaller tractive effort. A similar situation exists among the Pacific type locomotives as seen in such designations as H-1, H-2-a, H-2-b, etc.

At the present time, lettering on locomotives is becoming more or less standardized. Early locomotives carried the road letters, "M. K. & T.", on side of tender, with road number stenciled on the cab panel. In 1894, the road initials were moved to the flare of the tender and replaced on the side of the tender by the road number; the road initials also replaced the road number on the cab panel, this change coming at a later date. In recent years, since 1923, the initials "M-K-T" and the percent designation have become fixed on the cab panel, with road number on side of tender. This is now undergoing change with road number moved to cab panel and the road monogram, in red and white enamel, affixed to the side of the tender. This change was first restricted to passenger locomotives but is gradually being made to include all others.

The general renumbering of Katy System locomotives which took effect as of September 9, 1912, not only introduced a change in letter designation but was designed to group locomotives consecutively both with regard to wheel type and numbering sequence. Thus, certain road numbers came to have more significance with relation to wheel type than had been the rule heretofore. Prior to the general 1912 renumbering, there had been isolated instances of number changes as applied to existing locomotives of the road or to locomotives acquired from other roads. In general, the method consisted in numbering such locomotives into existing vacancies without regard to type. Locomotives acquired from roads after the adoption of the 1912 scheme were generally assigned numbers consistent with those held by groups of the same wheel type. Thus was maintained a close correlation between road numbers and wheel type of locomotives such as exists at the present time.

In compiling and arranging a complete roster of Katy System locomotives, that of grouping them as to wheel type has been deemed

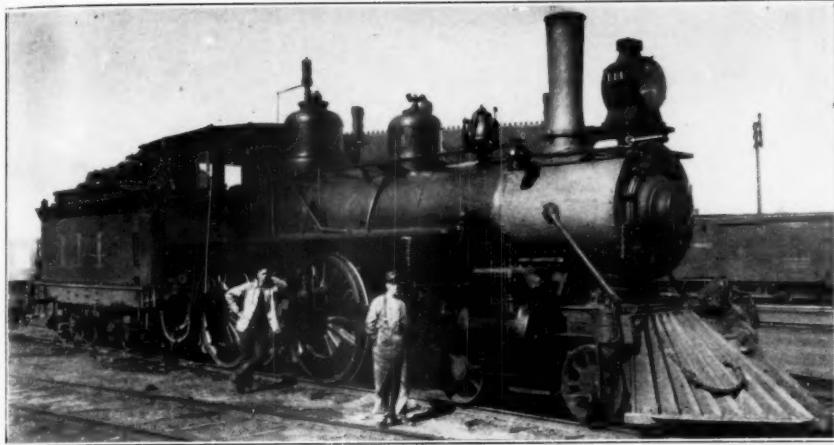
the most convenient and susceptible to ready reference. Accordingly, locomotives have been listed individually under their respective wheel arrangements, with road numbers in sequence in each such group. Since numerous of the older locomotives did not survive to receive a second road number and most of the later engines have had but one road number, engines have been listed according to their original numbering. Succeeding numbers are given successively to the right of this original number. Locomotives of acquired roads, such as the Texas Central, are listed separately without regard to wheel type in appended rosters covering these various predecessor roads.

A. Classification of 1899, using engine numbers as of 1903

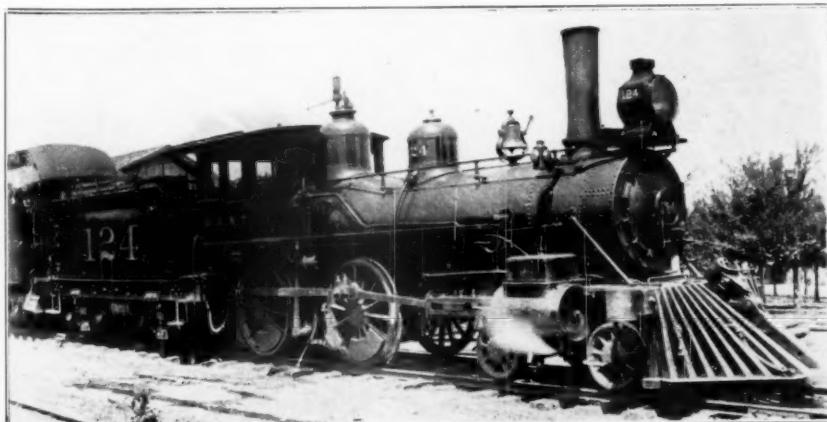
<i>Class</i>	<i>Type</i>	<i>Road Numbers of Engines</i>
A	4-4-0	16, 29, 33, 36, 37, 38, 72, 73, 83 to 88, 96, 97, 107, 119, 148.
B	4-4-0	104, 110, 117, 121, 124, 126.
C	4-4-0	52 to 58, 61 to 67, 70, 71, 74 to 77, 109, 79 to 82, 98, 147.
D	4-4-0	13, 47 to 49, 106, 108.
E	4-4-0	114, 115.
F	4-4-0	112, 278, 281, 284.
G	4-4-0	275 to 277, 279, 280, 282, 283, 285, 286.
H	2-6-0	260 to 263 (as compound engines).
I	2-6-0	127 to 146, 150 to 169.
J	2-6-0	170 to 199, 201 to 229, 232, 233.
K	2-6-0	252 to 254, 255 to 259, 260 to 263 (as simple engines), 264, 265.
L	2-6-0	266 to 270, 400 to 409.
M	4-4-2	296 to 302.
N	4-6-0	287 to 295.
O	2-8-0	231, 234 to 239.
P	2-8-0	230, 240 to 250, 251.
Q	2-6-0	99, 101 to 103.
R	4-6-0	303 to 307.

B. Classification of 1903

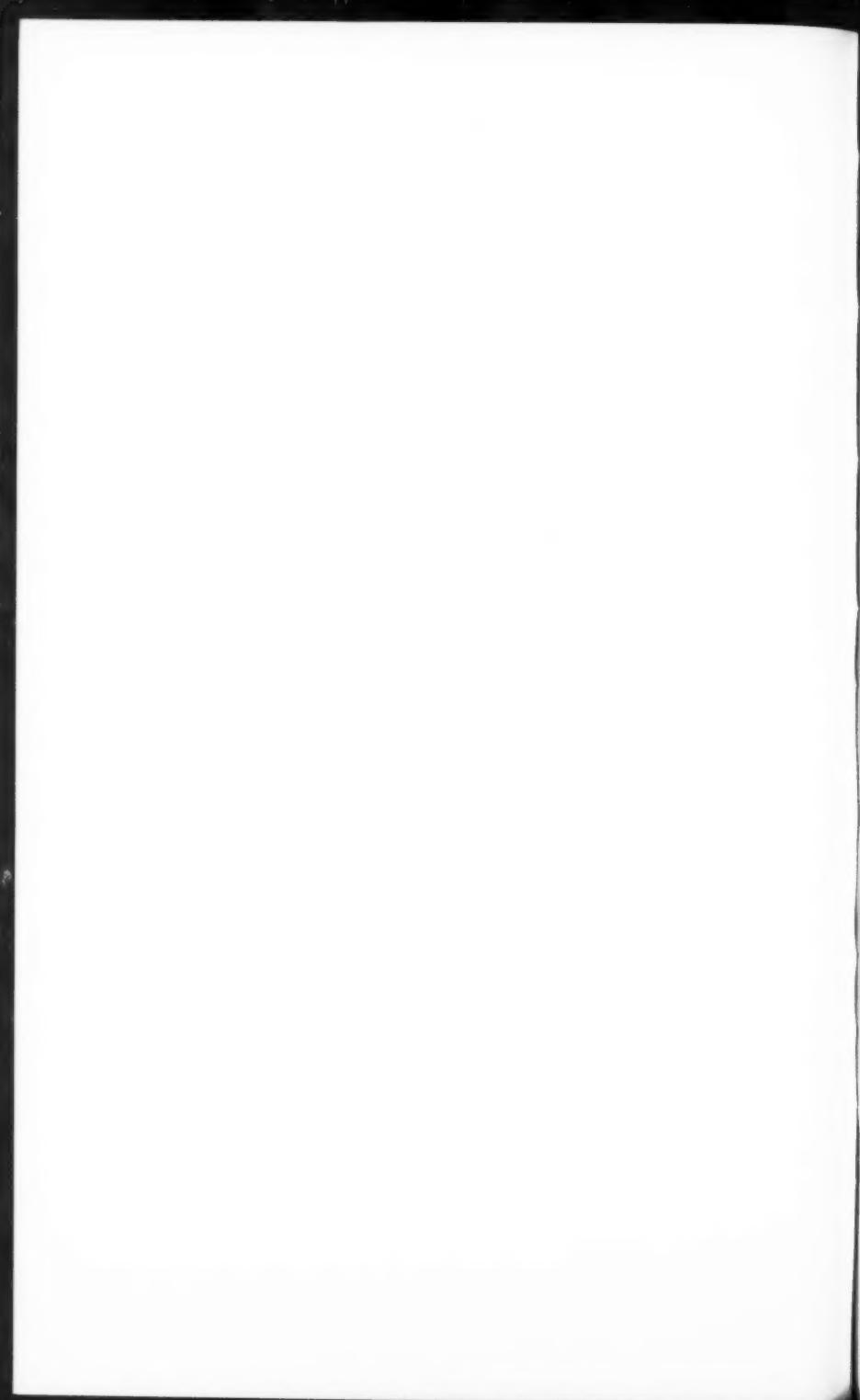
A	4-4-0	16, 29, 33, 37, 38, 72, 73, 83, 84, 87, 88, 96, 97, 107, 119, 148.
B	4-4-0	52 to 58, 61, 62 to 67, 70, 71, 74 to 77, 79 to 82, 98, 147, 109.
B-1	4-4-0	104, 110, 117, 121, 124, 126.
B-2	4-4-0	13, 47, 106, 108.
B-4	4-4-0	114.
C	4-4-0	278, 281, 284.
C-1	4-4-0	112.
C-2	4-4-0	275 to 277, 279, 280, 282, 283, 285, 286.
C-3	4-4-0	273, 274.
D-1	2-6-0	99, 103.
D-2	2-6-0	89, 92 to 95.
D-3	2-6-0	127 to 146, 150 to 169.
D-4	2-6-0	170 to 229, 232, 233.
D-5	2-6-0	252 to 265.
D-6	2-6-0	266 to 270, 400 to 409.
D-7	2-6-0	410 to 430, 443 to 453, 455 to 471.
D-8	2-6-0	472 to 491.
E	4-4-2	296 to 302.
F	4-6-0	287 to 295.
F-1	4-6-0	303 to 307.
F-2	4-6-0	308 to 317.
G	2-8-0	231, 234 to 239.
G-1	2-8-0	230, 240 to 250.
G-2	2-8-0	438 to 442.



M. K. & T. #114, Baldwin 1869. Built for Mo.-Pac. and assigned to M. K. & T. about 1886. Later #329. Engineer De Las McComas, Fireman Jim Cave (left). At Franklin Jct., Mo., about 1903.



M. K. & T. #124, Dickson, 1889 #695. Class B-1. Orig. K. C. & P. #55, renumbered 305. Renumbered M. K. & T. 124 in 12-1895. Renumbered M. K. & T. 327 in 9-1912. Scrapped Parsons, Kans., Dec. 1921. Hartford, Kans., 1905.



<i>Class</i>	<i>Type</i>	<i>Road Numbers of Engines</i>
G-3	2-8-0	251.
G-4	2-8-0	432, 437.
G-5	2-8-0	494.
G-6	2-8-0	431, 433 to 436.
G-7	2-8-0	492, 493.

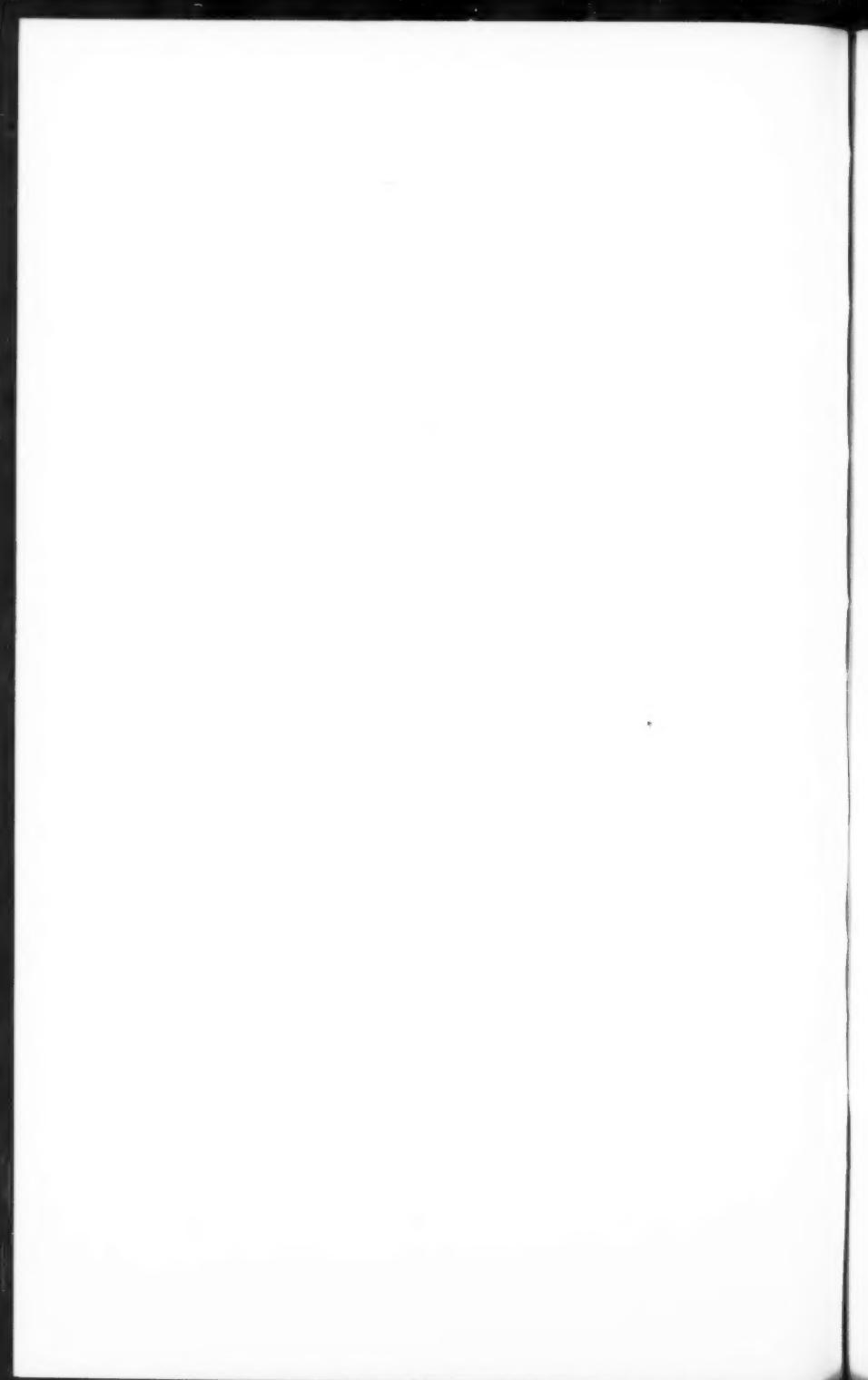
C. Classification of 1912

A 0-4-0
 B 0-6-0
 C 4-4-0
 E 2-6-0
 F 4-6-0
 G 2-8-0
 I 4-4-2
 K 4-6-2
 L 2-8-2

Due to the fact that this classification was accompanied by the complete renumbering of all locomotives of the Katy System, it is impossible to indicate road numbers here without including both old and new numbers. Reference may most conveniently be had to the main roster where, under wheel type, may be found all locomotives in service between the years 1912 and 1923. Classes and corresponding road numbers of locomotives in service in 1923 are indicated in the following table D, in terms of road numbers adopted in 1912

D. Classification of 1923

B-1	0-6-0	5 to 13.
B-2	0-6-0	14 to 18, 20 to 38.
B-2a	0-6-0	19.
C-1a	0-8-0	39 to 58.
C-1b	0-8-0	59 to 68.
C-2a	0-8-0	101 to 110.
E-1	4-4-0	1301 to 1304.
E-2	4-4-0	301, 302.
E-3	4-4-0	306 to 322.
G-5a	4-6-0	223 to 228.
G-5b	4-6-0	232 to 235.
G-5c	4-6-0	241 to 245.
G-6	4-6-0	246, 247.
G-7	4-6-0	248 to 257.
G-8a	4-6-0	258 to 267.
G-8b	4-6-0	268 to 288.
H-1	4-6-2	357 to 360.
H-2a	4-6-2	350 to 356.
H-2b	4-6-2	367 to 376.
H-3a	4-6-2	377 to 388.
H-3b	4-6-2	389 to 398.
H-3c	4-6-2	399 to 408.
H-3d	4-6-2	409 to 413.
J-5a	2-6-0	444, 446, 450.
J-5b	2-6-0	437.
J-5c	2-6-0	477, 478, 481, 484, 490, 501 to 510, 512 to 515, 526, 528, 551 to 559.
J-5d	2-6-0	492 to 495, 517, 520, 530 to 546.
J-5e	2-6-0	565 to 587, 592 to 600.
J-6a	2-6-0	476, 479, 483, 498, 511.
J-6b	2-6-0	521, 529.
J-6c	2-6-0	564, 589.
K-6a	2-8-0	608 to 612.
K-6c	2-8-0	656 to 667.
K-8	2-8-0	668 to 670.
K-10	2-8-0	616 to 655.
L-1a	2-8-2	701 to 760.
L-1b	2-8-2	761 to 770.
L-2a	2-8-2	801 to 835.
L-2b	2-8-2	836 to 860.
L-2c	2-8-2	861 to 880.
L-2d	2-8-2	881 to 920.



**V. SUMMARY OF ALL EQUIPMENT OWNED
AS OF OCTOBER 31, 1939**

V. SUMMARY OF ALL EQUIPMENT OWNED AS OF OCTOBER 31, 1939

A. Steam Locomotives

Wheel Type	Units in Service	T. E. (%)	Road Numbers of Engines
0-6-0	3	29	5, 10, 13.
0-6-0	21	31	14 to 18, 20 to 28, 31 to 37.
0-8-0	29	54	39 to 48, 50 to 68.
0-8-0	1	51	49.
0-8-0	10	63	101-110.
0-4-0	1	8	92.
0-4-0	1	10	93.
4-6-0	6	29	268, 269, 271, 274, 280, 285.
4-4-0	7	17	306 to 309, 311, 312, 314.
4-4-0	1	14	315.
4-6-2	17	38	350, 352 to 356, 359, 367 to 376.
4-6-2	9	33	357, 358, 360 to 366.
4-6-2	37	43	377 to 413.
2-6-0	35	32	476, 478, 479, 481, 483, 492, 494, 495, 498, 504, 508, 510, 511, 517, 521, 526, 528 to 532, 535, 538, 541 to 543, 552, 553, 555, 559, 565, 587, 592, 594, 596.
2-8-0	14	31	608 to 611, 657 to 659, 661, 662, 664 to 667.
2-8-0	5	47	622, 627, 628, 635, 644.
2-8-0	3	41	668 to 670.
2-8-2	70	57	701 to 770.
2-8-2	83	64	836 to 882, 884, 885 to 889, 891 to 920.

Total number of units active—353. 86 coal; 267 oil.

Average tractive effort (%)—48

All engines superheated excepting Nos. 16, 22 to 24, 92 and 93.

Stokers: Nos. 881, 882, 884, 889, 894 to 906, 908, 911 to 916. Total 24.

Boosters (trailer): Nos. 861 to 882, 884 to 889, 891 to 920, 409. Total 59.

Power reverse—161.

B. Rail Motor—Gas-Electric

Serial No.	Builder	Year	Weight	Motor	No. of Cyls.	Horse Power	Type
M-10	St. L. C. Co.	1925	77,600	EMC	6	175	Bagg-Pass.
M-11	St. L. C. Co.	1932	166,200	EMC	8	400	Bagg-Mail
M-12	St. L. C. Co.	1932	160,600	Brill	8	415	Bagg-Mail

(Note: Brill motor, M-1, built in 1925, was sold to the C. & A. in 1931).

C. Passenger Service

Type	Number of Units							Remarks
	Total	All Steel	Underframe Steel	Comp.	Superstructure	Clasp Brakes	Air Cond.	
Air Brake	1			1				
Business	5	2		3	1	3	5	1
Baggage	45	34		11	1	5	26	
Baggage-Coach	16	4		12	2	8	4	1
Baggage-Mail	28	22		6	5	6	20	
Mail	7	7					2	
Mail-Storage	5			5		1		
Mail-Coach	1			1	1	1		
Express-Refrig.	49		49					
Prison Car	1	1					1	
Chair	46	30		16		16	30	28
Coach	55	29		26		26	34	
Dining	12	12					12	12
Lounge	5	5					5	5
TOTALS	276	146	49	81	10	66	139	47

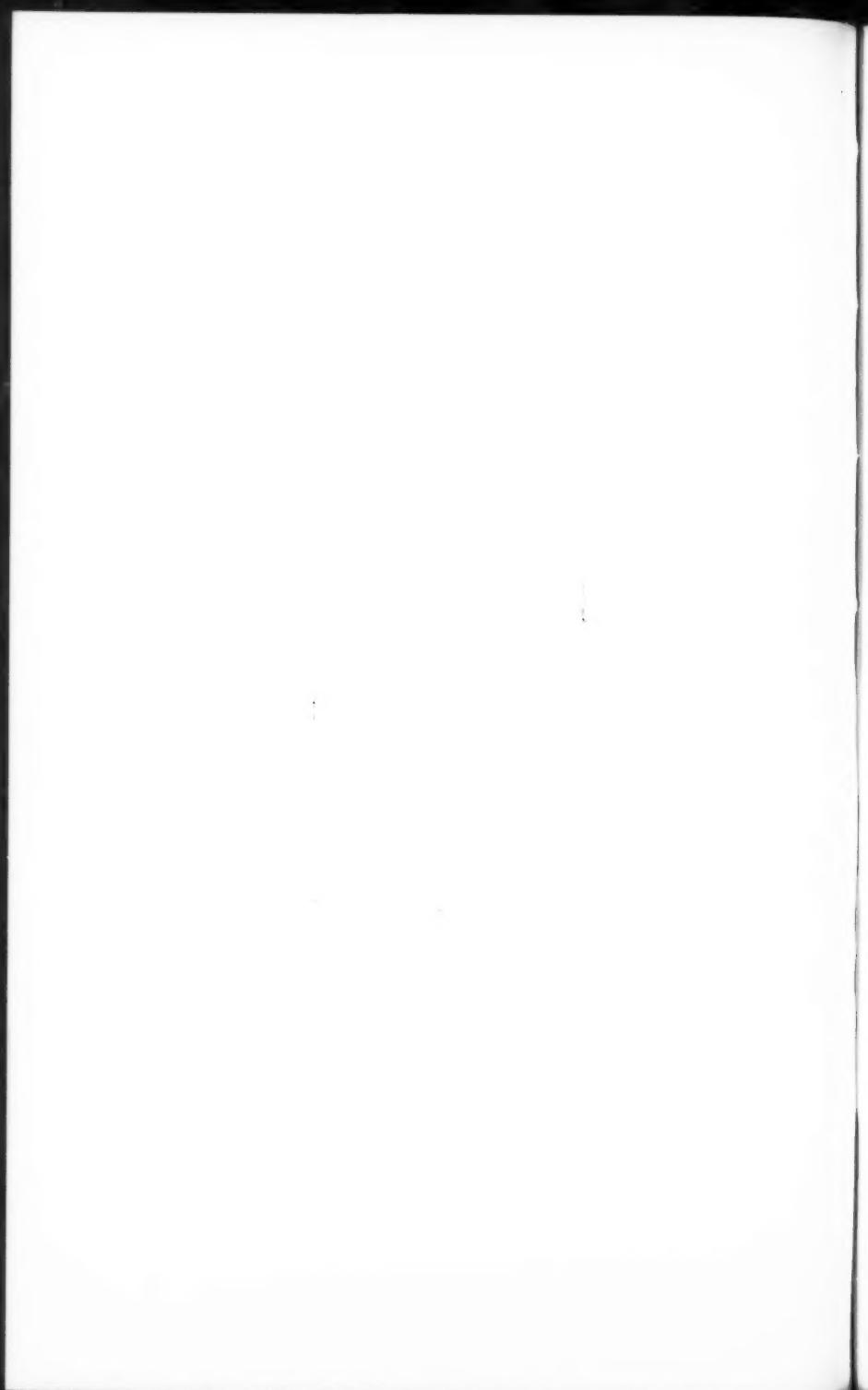
D. Freight Service.

<i>Class</i>	<i>Units</i>	<i>Remarks</i>
Auto	745	
Box	3843	
Coal	1271	Gondola 1071 units; Hopper 200 units.
Flat	403	
Stock	566	
Refr.	178	
Tank	20	10,000 gals. edible oils.
TOTAL	7026	revenue freight cars

<i>Class</i>	<i>Units</i>	<i>Remarks</i>
Road Cabooses	136	Caboose #20, from BM&E Ry., 1931, not included.
Drover Car	1	Rebuilt coach

E. Company Service Equipment

<i>Class</i>	<i>Units</i>	<i>Remarks</i>
Yard Cabooses	14	
Tank cars	225	
Ballast	5	
Dump	30	Air dump.
Wrecker	11	Five self-propelled
Crane	14	All self-propelled
Shovel	2	Self-propelled
Ditcher	4	Self-propelled
Spreader	4	
Spreader-Ditcher	2	
Pile Driver-Ditcher	1	Self-propelled
Pile Driver	2	Self-propelled
Derrick Car	1	
Rail Saw	1	
Auxiliary tender		
water tanks	10	
Side-dump cinder cars	31	
Pile Driver convoy		
cars	3	
Hump motor cars	2	
Misc. outfit cars	312	
Company service ice		
cars	11	
Scale test cars	2	
Shop cars	12	
Steel tank water cars	95	
TOTAL	794	company service units



**VI. SUMMARY OF ALL LOCOMOTIVES
INCLUDED IN THE NUMBERING
SCHEME OF THE M-K-T
LINES PROPER**

- 1. STANDARD-GAUGE STEAM LOCOMOTIVES**
- 2. NARROW-GAUGE STEAM LOCOMOTIVES**

1. Summary of Standard Gauge Steam Locomotives Included in the Numbering Scheme of the M-K-T Lines Proper.

WHEEL TYPE												
Builder	0-4-0	0-6-0	0-8-0	4-4-0	4-4-2	4-6-0	4-6-2	2-6-0	2-8-0	2-8-2	Total	
ALCo-Manch.		10									10	
ALCo-Rh. Isl.								2			2	
ALCo-Richmond		10									10	
ALCo-Schen.		10									10	
Baldwin	2	17		44	7	41	49	70	57	130	357	
Brooks						49a		232b	43		394	
Danforth-Cook						1		5			6	
Dickson						6					6	
Grant	4	1			48				4		57	
Hinkley	1								5		6	
Lima			30					15		60	105	
Mason					10						10	
Pittsburgh					5			5			10	
Richmond									14		14	
Rogers					10			20			30	
Schenectady					3						3	
M-K-T					2						2	
Other					2c						2	
Unknown							2				2	
TOTAL	7	38	40	137	7	93	64	357	100	190	1032	

a Includes one unit rebuilt from 2-6-0.

b Includes 2 units rebuilt to 0-6-0 tank.

c One unit built by Union Pacific and one by Chicago & Alton.

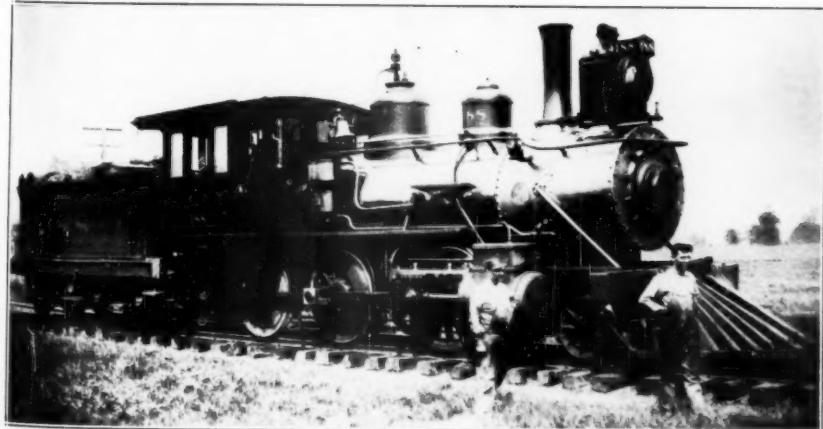
Above table not inclusive of units of subsidiary or predecessor roads which were not renumbered to M-K-T.

2. Summary of Narrow Gauge Steam Locomotives Included in the M-K-T Numbering System.

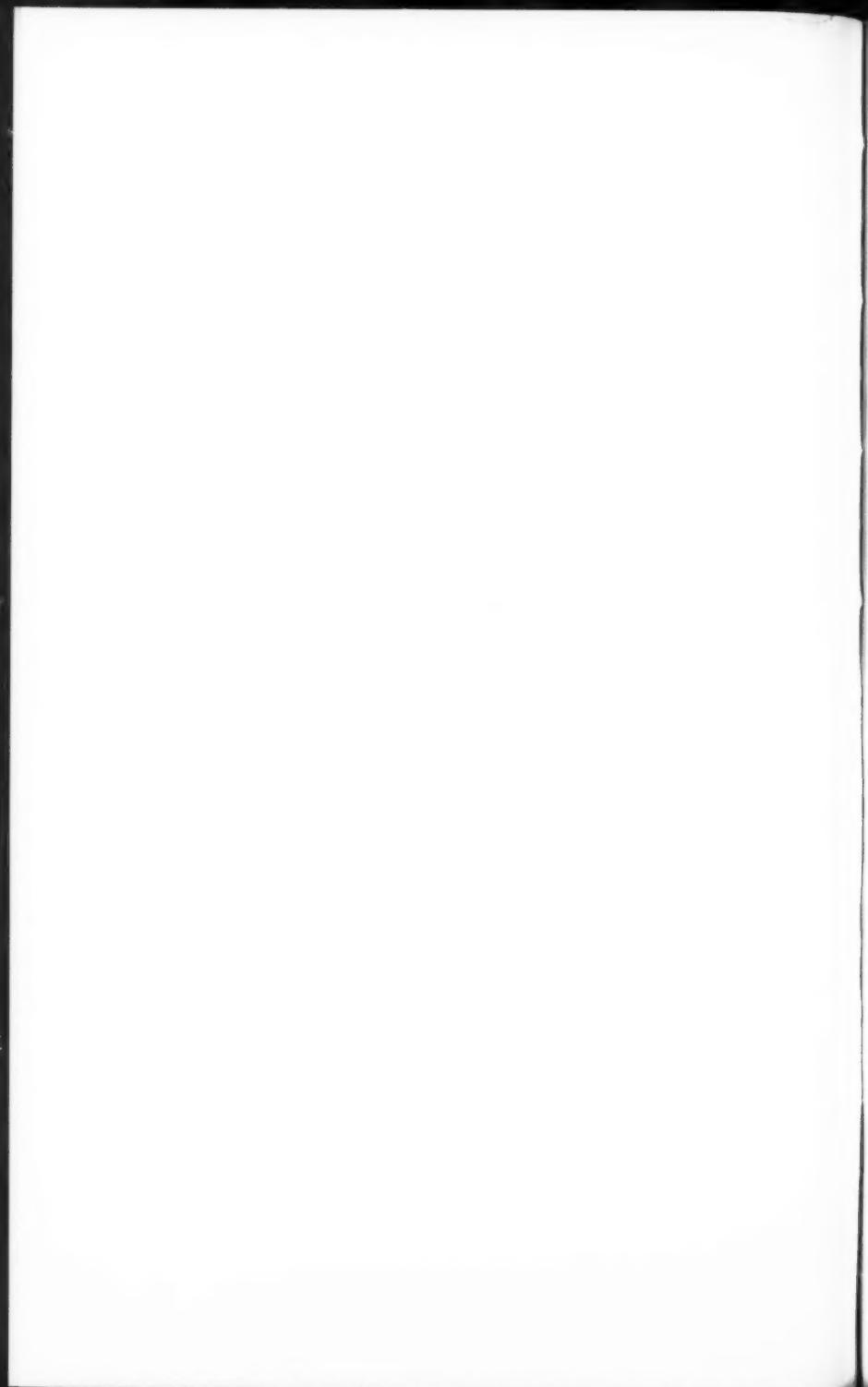
WHEEL TYPE					
Builder	0-4-0	4-4-0	4-6-0	2-6-0	Total
ALCo-Cooke	1				1
ALCo-Montreal	1				1
Baldwin				3	3
Davenport	2				2
Dawson-Bailey		2	1	1	4
Lima	1				1
Pittsburgh		2			2
Porter-Bell				2	2
TOTAL	5	4	1	6	16



M. K. & T. #174, Baldwin 1889 #10117. Later #106. Scrapped at Parsons 8-1920.



M. K. & T. #188, Baldwin 1890 #10555. Later #120. Scrapped 3-1916.



VII. LOCOMOTIVES OF THE MISSOURI-KANSAS-TEXAS LINES

M.K.T LOCOMOTIVES—4-4-0 TYPE

Eight-Wheeled—4-4-0 Type

	<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
2nd	1				Pittsburgh	1877	359	Sold to St.L.I.M. & S., 1879
	2				Grant	1870	Unknown	Scrapped 4-23-1898
	3				Grant	1870	Unknown	Scrapped 4-11-1895
	4				Grant	1870	Unknown	Scrapped June 1898
	5				Grant	1870	Unknown	Scrapped June 1898
	6				Grant	1870	Unknown	Scrapped June 1898
	7				Grant	1870	Unknown	Scrapped 6-7-1894
	8				Grant	1870	Unknown	Scrapped 3-10-1896
	9				Grant	1870	Unknown	Scrapped 4-11-1895
	10	47	319		Pittsburgh	1870	64	Dism., Parsons, Aug. 1920. Changed to 47 March 1895. Reblt. Aug. 1899 with new boiler. Changed to 319. 9-9-1912.
2nd	11				Pittsburgh	1870	65	Scrapped June 1898
	12				Pittsburgh	1870	67	Scrapped June 1898
	13	318			Pittsburgh	1870	68	Dism., Parsons, Dec. 1921. Reblt. new boiler Nov. 1890. Renumb. 318. 9-9-1912.
	14				Pittsburgh	1870	83	Scrapped 12-1-1899
	15				Grant	1870	Unknown	Sold to W. K. Henderson, 4-15-1899
	16				Schenectady	1870	662	Disposed of prior to June 1906
	17				Schenectady	1870	663	Scrapped 2-26-1894
	18				Schenectady	1870	664	Scrapped June 1898
	19				Grant	1871	Unknown	Scrapped Jan. 1901
	20				Grant	1871	Unknown	Out in 1900
2nd	21				Grant	1871	Unknown	Sold East Line & Red River, Sept. 1892
	22				Grant	1871	Unknown	Scrapped 10-5-1893
	23				Grant	1871	Unknown	Sold Sept. 1892, Wichita & Colorado No. 1
	24				Grant	1871	Unknown	Scrapped 4-11-1895
	25				Grant	1871	Unknown	Scrapped 4-1-1900
	26				Grant	1871	Unknown	Scrapped 12-1-1899
	27				Grant	1871	Unknown	Scrapped 11-25-1898
	28				Grant	1871	Unknown	Scrapped 4-1-1900
	29				Grant	1871	Unknown	Out 1904
	30				Grant	1871	Unknown	Scrapped 12-10-1900
2nd	31				Grant	1871	Unknown	Scrapped 12-10-1900
	32				Grant	1871	Unknown	Scrapped 12-10-1900
	33				Grant	1871	Unknown	Sold SS&S No. 5, 9-1892. Returned 1901. Out in 1906
	34				Grant	1871	Unknown	Sold East Line & Red River, Sept. 1892
	35				Grant	1871	Unknown	Out in 1901
	36				Grant	1871	Unknown	Sold SS&S No. 8, 9-1892. Returned 1901. Out in 1906
	37				Grant	1871	Unknown	Out 1904
	38				Grant	1871	Unknown	Out 1910
	39				Grant	1871	Unknown	Scrapped 1889. See 2nd No. 49.
	1st	42*			Grant	1871	Unknown	Out in 1885
2nd	42				Grant	1883	Unknown	Ex Missouri Central #1 and C. St. L. & K. C. #452. In 1893 renumbered 1st 230 and assigned to M. K. & E. Renumb. 2nd 42 9-9-1894. Scrapped 3-10-1896.

* Apparently from Tebo & Neosho R. R. Co. in 1872, when that road was acquired by the Katy. These engines were either scrapped or turned over to the Mo. Pacific in 1885.

	<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
	43*				Grant	1871	Unknown	Blew up 1882. Reblt. to 0-6-0 type. Out in 1885
	44*				Grant	1871	Unknown	Out in 1885
	45*				Grant	1871	Unknown	Out in 1885
	46*				Grant	1871	Unknown	Out in 1885
2nd	48	320			C. & A.	1880	Unknown	Purchased by Missouri Midland from Chicago & Alton in 1900. To Katy when M. M. acquired in 1901. Renumb. 320 9-9-1912. New boiler 6-1919. Sold Hyman-Michaels Co. 4-1924. Resold to Deering Southwestern Ry. #9.
2nd	49	321			Grant	1871	Unknown	Rebuilt from #39 by M. K. & T. New boiler 1891. Renumb. 321 9-9-1912. Dism. Parsons 7-1923.
	52	304			Mason	1873	490	Boiler reblt. to wagon-top type July 1890. Sold S. S. & S. Ry. 9-10-97; returned 1901. Resold Houston & Brazos Valley 3-1913; resold Birmingham Rail & Loco. Co. 11-1921.
	53				Mason	1873	491	Dismantled Nov. 1910.
	54	331			Mason	1873	492	Sold SS&S #41 1897; returned 1901. Renumb. 331 9-9-1912. Dism., Parsons, May 1916.
	55				Mason	1873	493	Out 1908
	56				Mason	1873	495	Out 1908
	57				Mason	1873	496	Out 1902
	58				Mason	1873	498	Out 1908
	59				Mason	1873	499	Scrapped June 1898
	60				Mason	1873	500	Scrapped 4-11-1895
	61				Mason	1873	501	Out 1908
	62				Rogers	1873	2291	Out 1908
	63				Rogers	1873	2292	Scrapped. Boiler to Okla. City for stationary boiler, Jan. 1906
	64				Rogers	1873	2294	New boiler 3-1894. Dism. Parsons, Aug. 1912.
	65				Rogers	1873	2314	Dism., Parsons, Aug. 1912
	66				Rogers	1873	2316	Out 1908
	67				Rogers	1873	2323	Out 1908
	68				Rogers	1873	2342	Scrapped 3-10-1896
	69				Rogers	1873	2345	Scrapped 11-26-1898
	70				Rogers	1873	2350	Out 1908
	71				Rogers	1873	2449	Out 1906 (Not shipped from works until 12-1876)
	72				Baldwin	1876	4014	Dism., Parsons, June 1912
	73				Baldwin	1876	4017	Dism., Parsons, June 1912
	74	334			Baldwin	1876	4012	Dism. Denison, Tex., 4-1916. Re. 334 9-9-1912
	75	335			Baldwin	1876	4019	Dism., Denison, Tex., 12-1913. Re. 335 9-9-1912
	76	336			Baldwin	1876	4038	Dism. Denison, Tex., 4-1916. Re. 336 9-9-1912
1st	77				Baldwin	1876	4039	Dismantled Nov. 1910
	78				Pittsburgh	1877	360	Sold to St. L. T. M. & S. 1879

* Apparently from Tebo & Neosho R. R. Co. in 1872, when that road was acquired by the Katy. These engines were either scrapped or turned over to the Mo. Pacific in 1885.

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
79	337			Baldwin	1877	4154	Dism., Parsons, Dec. 1921. Re. 337 9-9-1912
80				Baldwin	1877	4157	Out 1908
81				Baldwin	1877	4169	Dism., Parsons, Kans., Aug. 1912.
82	338			Baldwin	1877	4170	Dism., Parsons, Dec. 1913. Re. 338 9-9-1912.
83				Baldwin	1877	4164	Dismantled Nov. 1910.
84				Baldwin	1877	4165	Dismantled Nov. 1910.
85				Baldwin	1877	4167	Sold SS&S #2 9-1892. Returned 1901. Out in 1908.
86				Baldwin	1877	4168	Sold SS&S #3, 9-1892. Returned 1901. Out in 1908.
87				Baldwin	1877	4176	Dism., Parsons, June 1912.
88				Baldwin	1877	4177	Dismantled Nov. 1910.
*96				Danforth-Cooke	1876	1053	Dism., Parsons, June 1912.
*97				Danforth-Cooke	1876	1058	Dismantled Nov. 1910.
*98				Danforth-Cooke	1876	1089	Dism., Parsons, Aug. 1912.

* (Nos. 96, 97, 98 originally built for the Denison & Pacific, numbers unknown. These engines came to the Katy in 1880).

**104				Baldwin	1876	Unknown	Scrapped Dec. 1892.
**105				Baldwin	1876	Unknown	Scrapped 12-1-1899.
	1st						
**106	322			Baldwin	1876	Unknown	Recd. new boiler Apr. 1893; renumb. 322 on 9-9-1912. Dism., Parsons, Nov. 1913.
**107				Baldwin	1876	Unknown	Dism., Denison, Tex., June 1912.
**108	305			Baldwin	1876	Unknown	Recd. new boiler 1893. Renumb. 305 9-9-12. Sold Hyman-Michaels 11-1924. Dismantled.
**109	340			Baldwin	1876	Unknown	Dism., Denison, 12-1913. Renumb. 340 9-9-12.
**110				Baldwin	1876	Unknown	Scrapped Jan. 1893.
**111	332			Baldwin	1876	Unknown	Reblt. Jan. 1893. Renumb. 332 9-9-1912. Dism., Parsons, Nov. 1913.
	3d	2nd					
**112	303	1	322	Baldwin	1876	Unknown	Recd. new boiler 12-1894. Renumb. 303 on 9-9-1912; to inspection engine 5th No. 1 in 1913; renumb. 322 in 1916. Reblt. 1925. Sold Eastland, Wichita Falls & Gulf Ry. Jan. 1931.
**113				Baldwin	1876	Unknown	Scrapped. Boiler to Muskogee for stationary service, Oct. 1902.
**114	329			Baldwin	1876	Unknown	Reblt. new boiler May 1895. Renumb. 329 on 9-9-1912. Dism., Parsons, Dec. 1921.
**115	330			Baldwin	1876	Unknown	Reblt. new boiler May 1890. Renumb. 330 on 9-9-1912. Dism., Parsons, Aug. 1920.

** Locomotives 104 to 115, inclusive, came to MK&T in 1881 from the Missouri Pacific while the Katy was under lease to that road. Apparently, all originated in a group of thirteen locomotives built in part for the Missouri Pacific and in part for the Pacific Railroad of Missouri. Due to lack of old records, it has not been possible to trace these units back to their original numbering. While shown above as built in 1876, it is believed all were built in 1869, and that the date, 1876, got into the records because of the fact that in that year the Pacific Railroad of Missouri was sold at foreclosure to the Missouri Pacific. There is no record of Baldwin locomotives built for the Missouri Pacific in 1876. Study of an original

photograph of locomotive 113 reveals a probable #1878 for the Baldwin construction number, corresponding to a 4-4-0 type locomotive built in May 1869 as Missouri Pacific No. 65. Following are the locomotives suggested as the original units which gave rise to the Katy 104-115 series. All had 16x24" cylinders and weighed 27½ tons. The Mo. Pac. group had 66" drivers; the others 60" drivers.

Mo. Pac. Number	Baldwin Number	Date Built	Pacific RR of Mo. Number	Baldwin Number	Date Built	Remarks
73	1864	4-1869	67	1884	5-1869	Note continuity of road numbers in the two series. It is probable all were assigned to the Pacific Railroad and renumbered to Missouri Pacific when the former was foreclosed in 1876, thus accounting for date 1876 in the records for date built. Mo. Pac. rosters customarily give date engines were acquired.
74	1865	4-1869	66	1886	5-1869	
75	1873	4-1869	68	1889	5-1869	
76	1874	4-1869	69	1892	5-1869	
77	1877	5-1869	70	1897	6-1869	
65	1878	5-1869	71	1898	6-1869	
			72	1899	6-1869	

Engine Numbers	Year	Builder's Number	Final Disposition and Remarks
Orig. 2nd	3rd	Builder	
*116	1869	Grant	Unknown Scrapped 1-25-1898.
*117	1869	Grant	Unknown Scrapped 1-30-1894.
*118	1869	Grant	Unknown Scrapped 3-10-1896.
1st *119	1869	Grant	Unknown Scrapped in 1885.
2nd *119	337	Danf.-Cooke	1879 1090 Dism., Parsons, Oct. 1913. Obtained in used condition from Osage Coal & Mining Co. in 1887, road number unknown; used on Krebs branch out of McAlester.
*120	1869	Grant	Unknown Destroyed 9-15-96; prearranged collision at Crush, Texas.
*121	1869	Grant	Unknown Out in 1885.
*122	1869	Grant	Unknown Scrapped 3-11-1897.
*123	1869	Grant	Unknown Destroyed 9-15-1896 in pre-arranged collision at Crush, Texas.
*124	1869	Grant	Unknown Scrapped Dec. 1892.
*125	1869	Grant	Unknown Scrapped 11-25-1898.
*126	1869	Grant	Unknown Scrapped Dec. 1892.

* (Locomotives 116 to 126, inclusive, built by Grant, are known to have been assigned to the Katy by the Missouri Pacific at the same time as Baldwin engines Nos. 104 to 115 previously mentioned. It is probable that the Grant engines were built originally for the Iron Mountain and Southern Ry., a predecessor of the present Missouri Pacific. Due to lack of early records these locomotives cannot be definitely traced. Locomotive 119 was obtained as the result of an agreement signed in 1887 between the Katy and Jay Gould, then controlling the Missouri Pacific, by which the Katy obtained partial ownership in the Osage Coal and Mining Company, a Missouri Pacific predecessor.)

**147	341	338	Danforth-Cooke	1882	Unknown	Dism., Parsons, Dec. 1921. Sold to SS&S 8-18-1897. Returned 1901. Renumb. 341 9-9-12 and 338 2-1920.
**148			Danforth-Cooke	1882	Unknown	Dismantled Nov. 1910.

** (Locomotives 147 and 148 are known to have come from a group of twelve units built for the International Railway and Improvement Company, a contracting firm which had built certain of the Katy mileage in Texas. These twelve locomotives bore Danforth-Cooke nos. 1288 to 1299, inclusive. It is not known which of these units became MK&T Nos. 147 and 148. They came to the Katy in 1883 and 1884 respectively.)

	<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
1st	195	275	306	Baldwin		1890	10630	In service. Rebuilt 1924 with new boiler.
1st	196	276	307	Baldwin		1890	10631	Dism., Parsons, May 1940. Rebuilt 1924 with new boiler.
1st	197	277	308	Baldwin		1890	10633	Dism., Parsons, May 1940. Rebuilt 1925 with new boiler.
1st	198	278	309	Baldwin		1890	10634	In service. Rebuilt 1923 with new boiler.
1st	199	279	310	Baldwin		1890	10635	Dism., Parsons, 7-1934. Reblt. 1925 with new boiler.
1st	200	280	311	Baldwin		1890	10640	In use. Reblt. 1925 with new boiler.
1st	201	281	312	Baldwin		1890	10636	In use. Reblt. 1925 with new boiler. Was originally assigned to the MK&E Ry.

(NOTE:—Locomotives 1st 195 to 1st 201, inclusive, were renumbered 275 to 281 as of March 27, 1892. Renumbered 306 to 312 as of Sept. 9, 1912.)

273	301	MKT	1902	Assg. 273	Dism., Parsons, Feb. 1931. Renumb. 301 9-9-12.
274	302	MKT	1902	Assg. 274	Dism., Parsons, Jan. 1931. Renumb. 302 9-9-12.
282	313	Baldwin	1892	12669	Dism., Parsons, Nov. 1926.
283	314	Baldwin	1892	12670	In use. Reblt. 1924 with new boiler.
284	315	Baldwin	1892	12671	In use. Reblt. 1924 with new boiler.
285	316	Baldwin	1892	12863	Sold Hyman-Michaels Co. 11-1924. Resold to R. M. Clark, Welch Oklahoma.
286	317	Baldwin	1892	12872	Dism., Parsons, 11-1926.

(NOTE:—Locomotives 282 to 284, inclusive, were originally assigned to the Missouri, Kansas & Eastern Ry. Locomotives 285 and 286 were originally assigned to the Taylor, Bastrop and Houston Ry. All were renumbered to 313-317 as of Sept. 9, 1912.)

In the foregoing roster will be noted locomotives 2nd No. 1 and 1st No. 78. These were built at the Pittsburgh Locomotive Works in May, 1877, and evidence indicates they were numbered 1 and 78. The highest number in the roster at the time was 77 and the number, 1, was vacant due to the scrapping of the original No. 1, a small Hinkley 0-4-0 type. These two locomotives were sold in 1879 to the St. Louis, Iron Mountain & Southern where they were numbered 486 and 487. In December, 1905, they were renumbered as Missouri Pacific 8832 and 8833. Missouri Pacific records show the acquisition of two 4-4-0 type Pittsburgh locomotives in 1879. These records supply the only available information as to the principal mechanical specifications of these locomotives, stated as follows:—

Cylinders 16x24"; driving wheel centers, 56"; weight on drivers, 23 tons; weight total engine, 37 tons; steam pressure, 145 lbs.; tractive power, 11742 lbs.

NOTE:—An early indenture, dated March 1, 1882, covering purchase by the Katy of the entire capital stock of the International & Great Northern Ry., discloses that a total of 53 I&GN locomotives were turned over to the Katy. A careful check of inventories of the period, 1882-1888, has revealed that only a few of these units ever operated on Katy lines at any one time and there are no records to indicate that Katy road numbers were assigned. It is presumed that these units were returned to the I&GN in May, 1888, when that road was turned back to the Missouri Pacific. The exact identity of these locomotives has not been determined, but it is known that most of them were of the 4-4-0 type.

Eight-Wheeled—4-4-0 Type. Mechanical Specifications as Built

Due to lack of records, complete data regarding the earlier locomotives are not available.

Nos. 2 and 3. Cylinders 12x22"; driving wheel centers 56"; wt. on drivers 18 tons; wt. engine 23 tons. Cylinders changed to 13x22" by 1890. No further data.

Nos. 4 and 6. Cylinders 14x22"; driving wheel centers 56"; wt. on drivers 19 tons; wt. engine 26 tons. No further data.

No. 5. Cylinders 14x24"; driving wheel centers 56"; wt. on drivers 19 tons; wt. engine 28 tons. No further data.

No. 7. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 21 tons; wt. engine 31 tons. Cylinders changed to 15x24" by 1890. No further data.

Nos. 8 and 9. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 23 $\frac{1}{4}$ tons; wt. engine 31 tons. No further data.

No. 10. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 22 $\frac{1}{2}$ tons; wt. engine 32 tons; steam pressure 150 lbs. Rebuilt in August 1893 with new boiler by MK&T Ry. Co. to following dimensions:—Cylinders 17x24"; drivers 63" with 56" centers; wt. on drivers (2 gauges) 55500 lbs.; wt. total engine 88000 lbs.; engine and tender 162000 lbs. Steam pressure 150 lbs.; tractive effort 14300 lbs. Grate area 17.0 sq. ft.; total heating surface 1330 sq. ft. Total length engine and tender 56' 5 $\frac{1}{4}$ ". Tender 3500 gal. water, 7 tons coal. Old class D; reclassified as B-2 in 1903 and as E-3 in 1912.

Nos. 11, 12, 14. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 22 $\frac{1}{2}$ tons; total wt. engine 32 tons. No further data.

No. 13. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 27 $\frac{1}{4}$ tons; total wt. engine 32 tons. Steam pressure 150 lbs. Rebuilt in 1890 to same specifications and road class as No. 10.

No. 15. Cylinders 15x24"; driving wheel centers 56"; wt. on drivers 22 $\frac{1}{4}$ tons; total wt. engine 31 tons. Cylinders changed to 16x24" by 1890. No further data.

Nos. 16, 17, 18. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 20 $\frac{1}{2}$ tons; total wt. engine 32 tons; steam pressure 140 lbs. Tractive power 11793 lbs. Grate area 15.3 sq. ft. Total heating surface 1054 sq. ft. Total wt. engine and tender 68.9 tons in working order. Tender 3000 gal. water, 15000 lbs. coal. Total length engine alone 32' 0 $\frac{3}{4}$ ". No. 16, which survived until 1905, was given road class A and rated at 56% (old system).

No. 19. Cylinders 16x24"; driving wheel centers 50"; wt. on drivers 20 $\frac{3}{4}$ tons; total wt. engine 32 tons; steam pressure 140 lbs. No further data.

Nos. 21, 23. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 20 $\frac{3}{4}$ tons; wt. total engine 32 tons; steam pressure 140 lbs. No further data.

No. 20. Same as for engines 21 and 23.

No. 22. Cylinders 16x24"; driving wheel centers 50"; wt. on drivers 21 tons; total wt. engine 32 tons; steam pressure 140 lbs. Rebuilt with 17x24" cylinders and 56" wheel centers by 1890. No further data.

No. 24. Cylinders 15x24"; driving wheel centers 56"; wt. on drivers 20 tons; total wt. engine 28 tons; steam pressure 140 lbs. No further data.

Nos. 25 to 39. Cylinders 16x24"; driving wheel centers 56"; wt. on drivers 22 $\frac{1}{4}$ tons; total wt. engine 32 tons; steam pressure 140 lbs. Nos. 29, 33, 36 to 38 survived to receive road class A and same rating and dimensions as No. 16. No. 39 was rebuilt by the MK&T with new boiler in 1891 and renumbered 2nd #49 with same dimensions and classification as given above for No. 10.

Nos. 42 to 46. Cylinders 14x22"; driving wheel centers 50"; wt. on drivers 19 tons; total wt. engine 24 tons. No further data.

No. 2nd 42. Cylinders 14x24"; driving wheel centers 56"; wt. on drivers 25 tons; total wt. engine 35 tons. No further data.

No. 2nd 48. Cylinders 17x24"; driving wheel centers 56"; wt. on drivers 27 $\frac{1}{4}$ tons; total wt. engine 44 tons; steam pressure 150 lbs., tractive power 14267 lbs. New boiler was applied in June 1919. Same final classification and dimensions as given above for No. 10.

No. 2nd 49. Cylinders 17x24"; driving wheel centers 56"; wt. on drivers 27 $\frac{3}{4}$ tons; total wt. engine 44 tons; steam pressure 150 lbs. See notation above given for No. 39.

Nos. 52 to 61. Cylinders 17x24"; driving wheel centers 56"; wt. on drivers 21 $\frac{1}{2}$ and 22 $\frac{1}{2}$ tons; total wt. engine 31 tons; steam pressure 140 lbs. No. 52 received 17 $\frac{1}{2}$ x24" cyls. in 1904; boiler was rebuilt to wagon top type in July 1890. Wt. on drivers 60200 lbs.; wt. engine 95000 lbs.; engine and tender 173200 lbs. Grate area 17 sq. ft.; total heating surface 1323 sq. ft. Total length engine and tender 55' 1 $\frac{1}{2}$ ". Tender 3500 gal., 9 tons. Original road class C; reclassified as B in 1903. Steam pressure was increased on No. 52 to 160 lbs. with tractive effort of 16100 lbs. Nos. 53 to 58 and No. 61 survived to receive road classes C and B as did No. 52. Final dimensions were:—Cylinders 17x24"; drivers 62" (centers 56"); wt. on drivers (2 gauges) 44000 lbs.; wt. engine 70500 lbs.; E. & T. 70.2 tons. Grate area 13.6 sq. ft.; total heating surface 1069 sq. ft. Tender 3000 gal. water and 14000 lbs. coal. Steam pressure 140 lbs.; tractive power 13316 lbs.

Nos. 62 to 71. Cylinders 17x24"; driving wheel centers 56"; wt. on drivers 22 tons; total weight engine 35 $\frac{3}{4}$ tons; steam pressure 140 lbs. Tractive effort 13316 lbs. Grate area 13.6 sq. ft. Total heating surface 1069 sq. ft. Tender 3000 gal. water and 14000 lbs. coal. Total weight engine and tender 70.2 tons. All but Nos. 68 and 69 survived to receive road class C; reclassified in 1903 to road class B with rating of 63%.

Nos. 72, 73 and 83 to 88. Cylinders 16x24"; drivers 62" (Centers 56"); wt. on drivers (2 gauges) 46500 lbs.; total wt. engine 73500 lbs.; wt. of engine and tender 71.8 tons. Steam pressure 140 lbs. Tractive power 11792 lbs. Grate area 14.9 sq. ft. Total heating surface 956 sq. ft. Tender 3000 gal. water and 14000 lbs. coal. Assigned road class A with rating of 56%.

Nos. 74 to 77 and 79 to 82. Cylinders 17x24"; drivers 62" (centers 56"); wt. on drivers 50000 lbs.; total wt. engine 60500 lbs.; wt. E. & T. 74 tons. Steam pressure 140 lbs.; tractive power 13316 lbs. Grate area 15.1 sq. ft. Total heating surface 1105 sq. ft. Tender 3000 gal. water and 14000 pounds coal. Assigned road class B with rating of 63%.

Nos. 96 and 97. Cylinders 16x24"; drivers 62" (centers 56"); wt. on drivers (2 gauges) 46500 lbs.; total wt. engine 73500 lbs.; wt. of engine and tender 72.7 tons. Steam pressure 140 lbs. Tractive power 11793 lbs. Grate area 14 sq. ft. Total heating surface 1040 sq. ft. Tender 3000 gal. water and 15000 lbs. coal. Road class A with rating of 56%.

No. 98. Same as Nos. 74 to 77 and 79 to 82.

Nos. 104 to 119 and No. 112. Cylinders 17x24"; driving wheel centers 56"; wt. on drivers 22 $\frac{3}{4}$ tons; total wt. engine 35 $\frac{3}{4}$ tons; steam pressure 140 lbs.

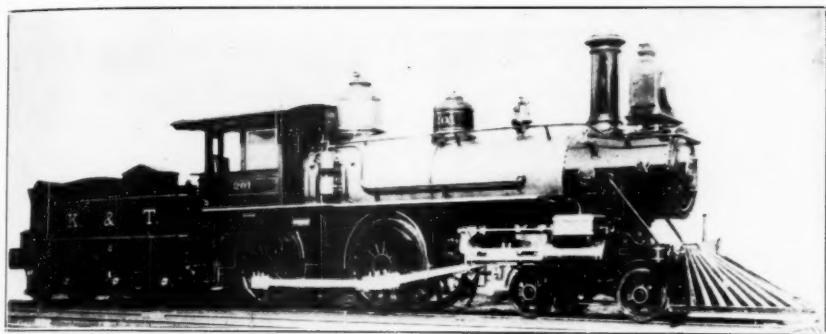
Nos. 111 and 113 to 115. Cylinders 17x24"; driving wheel centers 62"; wt. on drivers 24 $\frac{1}{2}$ tons; total wt. engine 38 $\frac{3}{4}$ tons; steam pressure 140 lbs.

No. 106 was rebuilt April 1893 with new boiler. In 1899 assigned road class D; in 1903 reassigned road class B-2 with rating of 68%. Steam pressure raised to 150 lbs. with tractive power of 14267 lbs. Grate area 17 sq. ft. Total heating surface 1323 sq. ft. Wt. on drivers (2 gauges) 55500 lbs.; total wt. engine 88000 lbs.; weight engine and tender 81 tons. Tender 3400 gal. water and 14000 lbs. coal.

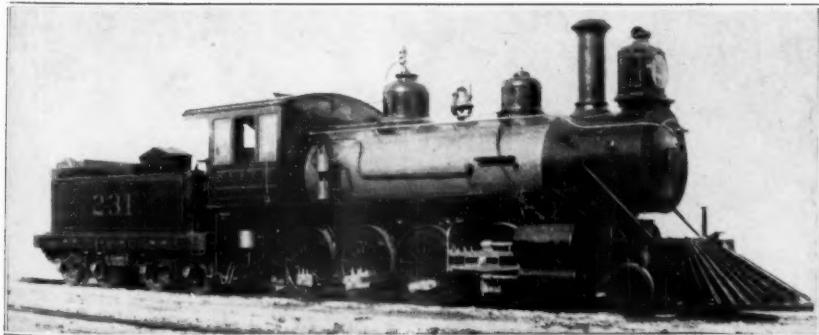
No. 108 was rebuilt in 1893 with new boiler to same dimensions and classification as for No. 106, above. In 1907 cylinders were changed to 17 $\frac{1}{2}$ x24".

No. 109. Assigned road class C as of 1899; reassigned class B as of 1903. Dimensions substantially same as engine 79 previously quoted.

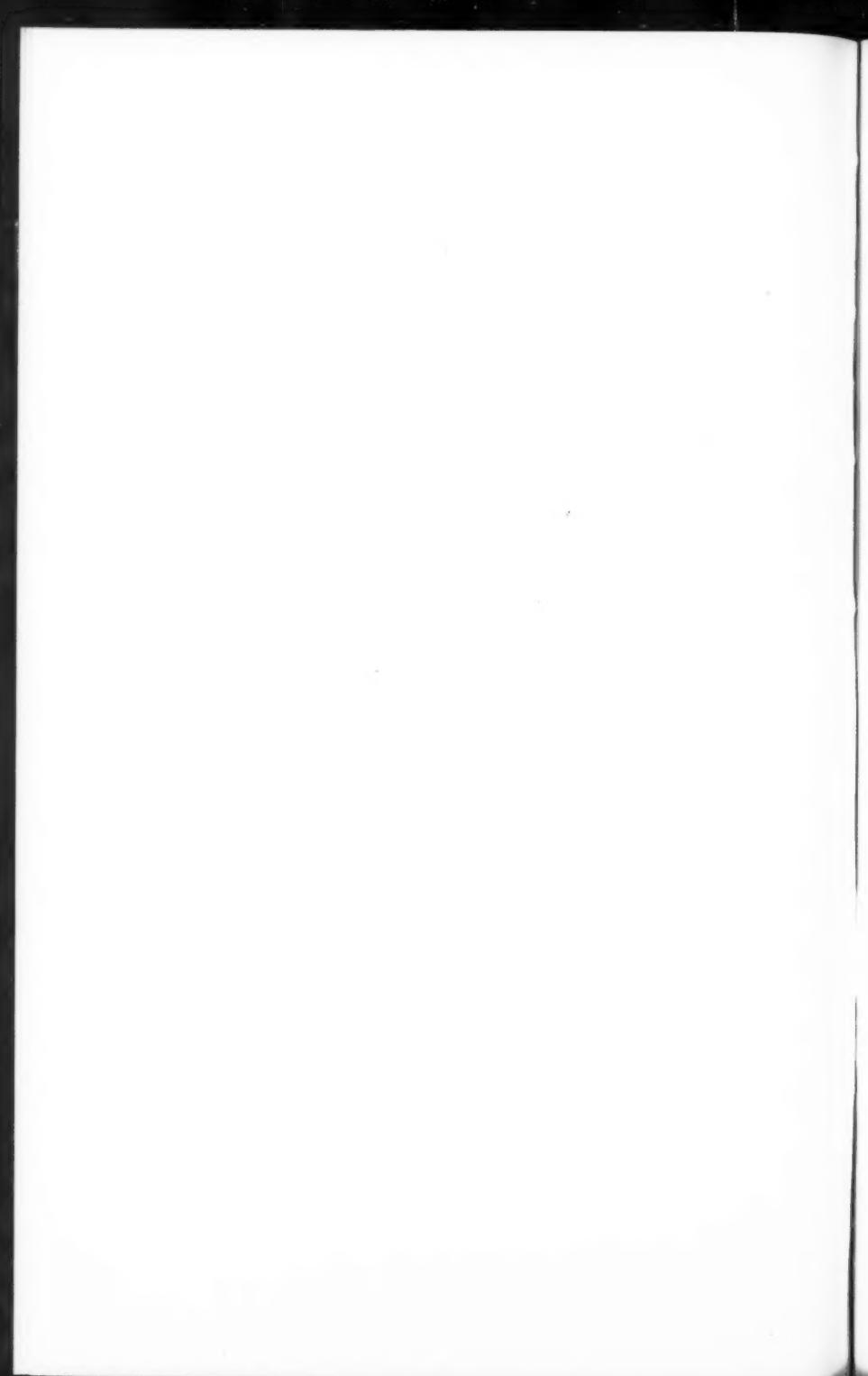
No. 111. Rebuilt in January 1893. Cylinders 17x24"; drivers 68" (centers 62"); wt. on drivers 48500 lbs.; total wt. engine 77400 lbs.; wt. E. & T. 144400 lbs. Steam pressure 140 lbs.; tractive power 12100 lbs. Grate area 15.1 sq. ft.; total heating surface 1105 sq. ft. Total length E. & T. 55' 4 $\frac{1}{4}$ ". Tender 3000 gal. water, 7 tons coal.



M. K. & T. #201, Baldwin 1850 #10636. Later Nos. 281 and 312



M. K. & T. #231, Baldwin 1893 (#13128). Vauclain Compound Cyls. 14 & 24x26", drivers 57". Wt. on drivers 134500 lbs., Wt. engine 148000 lbs., Road class G. Renumbered 601 in Sept. 1912. Prior to 1922 simplified to 20x26" cyls.. Off active list prior to 1930.



No. 112. This locomotive probably underwent more extensive rebuilding than any other owned by the Katy. The first change from the original dimensions, given above, came in December 1894 when a new boiler was applied, cylinders changed to 18x24" from 17x24" and driving wheel centers changed to 62" from 56". Other dimensions were: Steam pressure 160 lbs.; tractive effort 15330 lbs. Wt. on drivers (2 gauges) 62700 lbs.; total wt. engine 98100 lbs.; wt. engine and tender 86 tons. Grate area 17 sq. ft. Tender 3400 gal. water, 14000 lbs. coal. Heating surface 1309 sq. ft. Assigned road class F in 1899 and class C-1 in 1903.

In 1913, then No. 303, this locomotive received a new boiler and frames and was rebuilt to inspection type, class C, and renumbered 4th #1. The boiler was entirely enclosed with a cab divided into a front observation room and a rear compartment for the engine crew. The observation room was electrically lighted and equipped with one davenport, six chairs and four Deihl oscillating fans. Batteries were concealed under the false floor. Nearly all principal dimensions were changed and were as follows:

Cylinders 17½x24"; drivers 63" (centers 57"); wt. on drivers 82700 lbs.; total wt. engine 132200 lbs.; wt. engine and tender 267000 lbs. Stephenson link motion and slide valve. Steam pressure 190 lbs.; tractive power 18800 lbs. Grate area 17.9 sq. ft.; total heating surface 1331 sq. ft. Total length engine and tender 59' 7 5/16". A new tender, equipped with rear pilot, was applied and had a capacity of 5500 gal. water and 10 tons coal, and carried the locomotive bell mounted atop the tank. The rebuilding of engine 303 was carried out by the M. K. & T. in July 1913 at their Parsons, Kans., shop.

In February, 1916, inspection engine No. 1 was changed back to conventional 4-4-0 type and renumbered 2nd #322. Rebuilding changed wt. on drivers to 77000 lbs., wt. total engine to 122000 lbs. and wt. of engine and tender to 256800 lbs. Other dimensions remained unchanged.

In 1925, engine 322 was rebuilt with new boiler GO-97411-4 supplied by the American Locomotive Co., Richmond Works. A superheater was applied, new flues, and slide valves replaced with piston valves. Road class was E-3 as before. Principal dimensions remained substantially unchanged. The new boiler was of the extended wagon top type. Total heating surface was 1213 sq. ft., including 267 sq. ft. for the superheater. Piston valves were 10" diam.

Nos. 116 to 118, 1st 119, 120 to 126. Cylinders 16x24"; drivers (centers) 56"; wt. on drivers 23 tons; total wt. engine 35½ tons. No further data.

No. 2nd 119. Cylinders 16x24"; drivers (centers) 62"; wt. on drivers 24½ tons; total wt. engine 39 tons; steam pressure 140 lbs. Assigned Class A in both 1899 and 1903 road classification. Became road class C in 1912 classification. Rating 12%. Other dimensions as No. 333 were: Grate area 14 sq. ft. Total heating surface 1040 sq. ft. Tractive power 11800 lbs. Tender 3000 gal. water, 7 tons coal. Total length engine and tender 55' 0 ¾". Wt. on drivers 46400 lbs.; total wt. engine 73400 lbs.; total wt. engine and tender 143200 lbs.

Nos. 147, 148. Cylinders 16x24"; drivers (centers) 56"; wt. on drivers 22½ tons; total wt. engine 36½ tons; steam pressure 140 lbs. Assigned road class A in 1899 and in 1903 classifications. No. 147 survived to receive road class C in 1912, rating 13%. Later dimensions of No. 147 (as No. 341) were: Cylinders 17x24"; drivers 62" (centers 56"); wt. on drivers 50000 lbs., total wt. engine 81200 lbs.; wt. E. & T. 148000 lbs. Steam pressure 140 lbs.; tractive power 13000 lbs. Grate area 15.1 sq. ft.; total heating surface 1105 sq. ft. Total length engine and tender 55' 4 ¾". Tender standard tank "A," 3000 gal. water, 7 tons coal.

Nos. 1st 195 to 1st 201. Cylinders 18x24"; drivers (centers) 56"; wt. on drivers 32 tons; total wt. engine 51 tons; steam pressure 150 lbs. As Nos. 275 to 281, Nos. 278 and 281 assigned road class F and the others road class G in 1899. In 1903, Nos. 278 and 281 assigned road class C and the others road class C-2. All became class C in 1912 and class E-3 in 1923. All were rebuilt during the period 1923-1925; prior to this dimensions for the group were as follows:

Cylinders 18½x24"; drivers 69" (centers 62"); wt. on drivers 66300 lbs.; total wt. engine 102600 lbs.; wt. E. & T. 188000 lbs. Steam pressure 150 lbs.; tractive power 14600 lbs. Rating 15%. Grate area 17 sq. ft.; total heating surface 1588 sq. ft. Total length engine and tender 61' 11½". Tender standard tank "D," 4300 gal. water, 8 tons coal.

All received new boilers, 1923-1925, as follows:

- #306 (ex-#195) 1924 boiler from Richmond Works #88140-1
- #307 (ex-#196) 1924 boiler from Richmond Works #88140-4
- #308 (ex-#197) 1925 boiler from Richmond Works #GO-97411-1
- #309 (ex-#198) 1923 boiler from Schenectady Works #GO-73291-2
- #310 (ex-#199) 1923 boiler from Richmond Works #GO-97411-2
- #311 (ex-#200) 1923 boiler from Schenectady Works #GO-73291-1
- #312 (ex-#201) 1925 boiler from Richmond Works #GO-97411-3

As rebuilt: Cylinders 18x24"; drivers 69" (centers 62"); wt. on drivers 76400 lbs.; total wt. engine 123000 lbs.; E. & T. 225800 lbs. Boiler extended wagon top type 56" outside diam. at first course. Steam pressure 180 lbs.; tractive power 17200 lbs. Rating 17%. Grate area 15.6 sq. ft.; heating surfaces, firebox 132 sq. ft., flues 350 sq. ft., tubes 731 sq. ft., superheater 267 sq. ft. Wheel base: driving 8' 8"; total engine 23' 10". Total length of engine and tender 58' 11¾". Stephenson valve gear with 10" piston valves. Nos. 306, 309, 311 and 312 converted to oil; others burned coal. Tender capacities: 6500 gal. water, 2226 gal. oil or 8 tons coal.

Nos. 273, 274. Cylinders 18½x26"; drivers (centers) 62"; wt. on drivers 38½ tons; total wt. engine 61 tons; steam pressure 190 lbs. These engines were constructed by the M. K. & T. Ry. Co. in their shops at Parsons, Kansas, in 1902, and were the largest 4-4-0 type engines on the road. They were assigned road class C-3 in the 1903 classification, became class C in 1912 and Class E-2 in the 1923 classification. Rating was 21%. Complete specifications as Nos. 301 and 302 were:—

Cylinders 18½x26"; drivers 69" (centers 62"); wt. on drivers 77000 lbs.; total wt. engine 122000 lbs.; wt. E. & T. 239200 lbs. Steam pressure 190 lbs.; tractive power 21100 lbs. Grate area 27.5 sq. ft.; heating surfaces, tubes 1582 sq. ft., firebox 158 sq. ft., total 1740 sq. ft. Boiler diam. 58" at first course; type, wagon top. Wheel base engine 24' 1". Total length, E. & T. 61' 10". Tender 6500 gal. water and 10 tons coal.

Nos. 282 to 286. Cylinders 18½x24"; drivers (centers 56"); wt. on drivers 33 tons; total wt. engine 51 tons; steam pressure 150 lbs. No. 284 assigned road class F in 1899; others class G. In 1903, No. 284 was class C; others class C-2. All were road class C in 1912 and class E-3 in 1923. As new Nos. 313-317 dimensions were substantially the same as given for Nos. 195 to 201 (later Nos. 306 to 312). Nos. 314 and 315 were rebuilt in 1924 with new boilers to the same specifications as given above for Nos. 306 to 312.

No. 314 (ex-#283) 1924 boiler from Richmond Works #88140-3

No. 315 (ex-#284) 1924 boiler from Richmond Works #88140-2

Both Nos. 314 and 315 were converted to burn oil. In 1934, No. 315 was given 16x24" cylinders and has tractive power of 13600 lbs. Otherwise, No. 315 was similar to Nos. 306 to 312 and No. 314.

M-K-T LOCOMOTIVES—4-4-2 TYPE

4-4-2 Type—Atlantic—Class I (former Class E). 21%. Nos. 201 to 207

Cyls. 19x26". Drivers 70". Boiler pressure 180 lbs. Tractive effort 20800 lbs. Weights in working order: On drivers 71600 lbs.; engine 136600 lbs.; Tender loaded 114900 lbs. Tender capacity (standard): 6500 gals. water; 10 tons coal. Total heating surface 1935.2 sq. ft. Grate area 28.1 sq. ft. Total length engine and tender 66' 10½".

Note:—These seven locomotives constitute a group of unusual interest. Early in 1895, the Baldwin Works completed a group of seven locomotives of the then new 4-4-2 type for the Atlantic Coast Line Railroad; these were the first group ever ordered in which the 4-4-2 wheel arrangement was recognized as a distinct type. The name "Atlantic" was applied to this type and it has since been universally recognized by that designation. Closely following the construction of the group for the Atlantic Coast Line was a similar group for the Katy, these being the eighth to fourteenth, inclusive, of this type constructed at the Baldwin Works. In years following, the Atlantic type came into wide use in fast passenger service and during its day was an important type of motive power. To the Katy belongs the distinction of having helped pioneer the Atlantic type locomotive.

<i>Engine Nos.</i>		<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition</i>
<i>Orig.</i>	<i>2nd</i>				
296	201	Baldwin	1895	14346	Sold Hyman-Michaels Nov. 1924. Dism.
297	202	Baldwin	1895	14455	Dism. Parsons, Kans., Feb. 1923.
298	203	Baldwin	1895	14456	Sold Hyman-Michaels July 1924. Dism.
299	204	Baldwin	1895	14457	Sold Hyman-Michaels July 1924. Dism.
300	205	Baldwin	1895	14458	Dism. Parsons, Kans., July 1923.
301	206	Baldwin	1895	14459	Dism. Parsons, Kans., Sept. 1923.
302	207	Baldwin	1895	14460	Dism. Parsons, Kans., April 1923.

The foregoing series were renumbered 201 to 207 as of Sept. 9, 1912.

M-K-T LOCOMOTIVES—2-6-0 TYPE

Mogul—2-6-0 Type

<i>Engine Numbers</i>		<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>			
48		Grant	1873	No record	Scrapped June 1898.
49	46	Grant	1873	No record	Dism. 1911. Renumb. 46 in 1891.
50		Grant	1873	No record	Dism. Nov. 1911.
51		Grant	1873	No record	Dism. Nov. 1911.
89		Baldwin	1880	4988	Sold Tex. Short Line, Aug. 1912.
92	777	Baldwin	1880	5280	Dism. Parsons, Kans., Dec. 1913. Boiler reblt. 1898, new smoke box, flues increased.
93	778	Baldwin	1880	5284	Dism. Smithville, Tex., Sept. 1916. Sold S. W. Ballast Co., 1913; returned.
94	779	Baldwin	1880	5331	Dism. Denison, Tex., Sept. 1915. Sold S. W. Ballast Co., 1913; returned.
95	780	Baldwin	1880	5333	Dism. Denison, Tex., Dec. 1913.
*99		Hinkley	1875	No record	Dismantled, Nov. 1911.
*100		Hinkley	1875	No record	Last shopping record Feb. 1890. Probably scrapped between 1901 and 1903.
*101		Hinkley	1875	No record	Dism. Nov. 1911.
*102		Hinkley	1875	No record	Disposed of Jan. 1903.
*103		Hinkley	1875	No record	Disposed of Jan. 1903.

*(Note date built is out of line with others in series. They were diverted to the Katy from the Mo. Pac. in 1881.)

127	Rogers	1883	3270	Dism. Parsons, Aug. 1912.
128	Rogers	1883	3271	Dism. Parsons, Aug. 1912.

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
	129	164		Rogers	1883	3289	
130				Rogers	1883	3290	Dism. Parsons, Aug. 1912.
131				Rogers	1883	3292	Dism. Parsons, Aug. 1912.
132				Rogers	1883	3295	Dism. Parsons, Aug. 1912.
133	774			Rogers	1883	3296	Dism. Parsons, Mar. 1913.
134				Rogers	1883	3340	Dism. Parsons, Aug. 1912.
135	165			Rogers	1883	3342	Sold Hyman-Michaels Co., 8-1928. Scrapped. Had new boiler 2-1912, Manchester Works.
136	166			Rogers	1883	3343	Sold Jas. F. Gardner, Oct. 1913. Had new boiler from ALCO, 9-1912. Resold New Mexico Central #9.
137	775			Rogers	1883	3418	Dism. Denison, Tex., Sept. 1916. Was sold to S. W. Ballast Co., 12-1913; returned 9-1916.
138	167			Rogers	1883	3421	Sold Grant Loco. & Car Works, March 1917. Had new boiler 6-1912, Manchester Works, X-8213-5.
139				Rogers	1883	3423	Dism. Parsons, Aug. 1912.
140	168			Rogers	1883	3424	Dism. Parsons, July 1923. Had new boiler from Manchester Works, 2-1912.
141	169			Rogers	1883	3425	Dism. Parsons, Aug. 1920. Had new boiler built by M-K-T, 5-1911. Sold Roby & Northern 10-1916; repurchased, 4-1917.
142				Rogers	1883	3427	Dism. Parsons, Aug. 1912.
143				Rogers	1883	3428	Dism. Parsons, Aug. 1912.
144	170			Rogers	1883	3429	Sold Roby Northern, Nov. 1915. Had new boiler built by M-K-T, 9-1912.
145	776			Rogers	1883	3430	Dism. Denison, Tex., May 1915.
146	171			Rogers	1883	3431	Dism. Parsons, Aug. 1923. Had new boiler from Manchester Works, 3-1912.
***501	150	781		Baldwin	1886		Sold Southwest Ballast Co., Dec. 1913.
***502	151	782		Baldwin	1886		Dism. Parsons, Aug. 1914.
***503	152	783		Baldwin	1886		Dism. Trinity, Tex., Sept. 1915.
**504	153	784		Baldwin	1886	8135	Sold Long-Bell Lbr. Co., Tulsa, 5-1924. Reblt. 8-1914 to 0-6-0 tank engine.
**505	154	785		Baldwin	1886		Dism. Parsons, April 1915.
**506	155	786		Baldwin	1886		Dism. Parsons, April 1914.
**507	156	787		Baldwin	1886		Sold Hyman-Michaels Co., 7-1939. Scrapped. Reblt. to 0-6-0 tank engine, 1-1913.
**508	157	788		Baldwin	1886		Dism. Parsons, Aug. 1914.
**509	158	789		Baldwin	1886		Dism. Parsons, Dec. 1913.
**510	159	790		Baldwin	1886		Dism. Parsons, Oct. 1914.
**511	160	791		Baldwin	1886		Dism. Parsons, Sept. 1915.

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>3rd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition and Remarks</i>
**512	161	792		Baldwin	1886	8162	Sold Dustless Coal Co., June 1913.
**513	162	793		Baldwin	1886		Dism. Parsons, Aug. 1914.
**514	163	794		Baldwin	1886		Dism. Denison, Oct. 1915.
**515	164	795		Baldwin	1886		Dism. Denison, Oct. 1915.
**516	165	796		Baldwin	1886		Dism. Parsons, April 1915.
**517	166	797		Baldwin	1886		Dism. Bellmead, Sept. 1916.
**518	167	798		Baldwin	1886		Sold Thompson Bros. Lbr. Co., 9-30-1913.
**519	168	799		Baldwin	1886		Dism. Parsons, Aug. 1920.
**520	169	800		Baldwin	1886		Dism. Denison, Dec. 1913.

**(Engines 1st 501-520 were part of a group of seventy units delivered to the Missouri Pacific from the Baldwin Works in 1886 with road numbers 875 to 944, inclusive. Builder's numbers ranged between #7829 for No. 875 to #8217 for No. 944, but not in strict sequence. Engines 501-520 appear to have been diverted to the Katy soon after received by the Missouri Pacific which at the time was operating the Katy under lease. The group was renumbered 150-169 prior to 1890 to fit in with the Katy numbering scheme. Due to lack of old records it has not been possible to definitely trace all of these locomotives back to their original Missouri Pacific status. Three builder's numbers exist in the present Katy records; BLW Nos. 8135 for engine 504, 8162 for engine 512 and 8181 for an unknown unit; these were assigned to Mo. Pac. units Nos. 908, 922 and 927. Careful examination of an old photograph of engine 516 reveals builder's number 8180 which was originally assigned to Mo. Pac. No. 926.

A study of the Missouri Pacific records reveals that Nos. 875-944 were renumbered in Dec. 1905 excepting Nos. 929 and 930 which presumably went to the Katy. Several were rebuilt to 0-6-0 type, viz., Nos. 921-928, according to Mo. Pac. records, but these show entirely different dimensions than did the original members of the series. This would seem to indicate that Nos. 921-928, with Nos. 929 and 930, went to the Katy, with Nos. 921-928 being replaced with eight units from an unknown source numbered into the resulting vacancies. Combining the above points with such facts as are definitely established, it is proposed to offer the following chart as a plausible, though partial, reconstruction of the 501-520 series:

<i>Engine Nos.</i>	<i>Builder's</i>		
<i>MK&T</i>	<i>Mo-Pac.</i>	<i>Number</i>	<i>Remarks</i>
501			
502			
503			
504	908	8135	From M-K-T records
505			
506			
507			
508			
509			
510			
511	921	8161	
512	922	8162	From M-K-T records
513	923	8164	
514	924	8163	
515	925	8178	
516	926	8180	Deciphered from old photograph of #516
517	927	8181	From M-K-T records
518	928	8182	
519	929	8183	
520	930	8184	

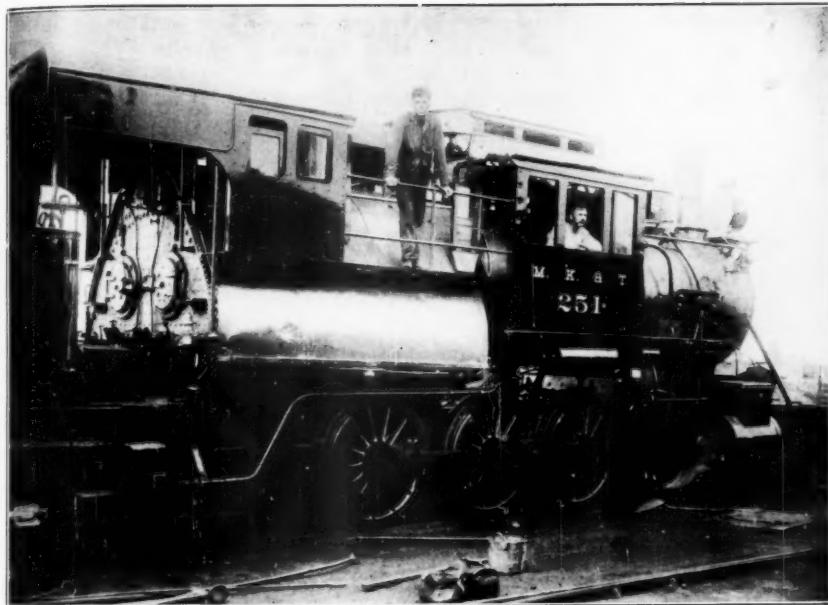
Note that #512, known to be BLW #8162, receives same bldr. No. 8162, on the basis of the proposed changes and that BLW #8181 also falls in place; also that No. 8180, from an old photograph of #516, falls into exact sequence in the reconstructed series.

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
170	102	Baldwin	1889	10113	Dism., Parsons, Nov. 1913.	
171	103	Baldwin	1889	10115	Dism., Parsons, April 1915.	
172	104	Baldwin	1889	10116	Dism., Parsons, Nov. 1913. Changed to 104 on 9-18-1912; vacancy filled by D. & W. V. #1 which was numbered 172 on 9-27-1912.	
173	105	Baldwin	1889	10119	Dism., Parsons, Oct. 1921.	
174	106	Baldwin	1889	10117	Dism., Parsons, Aug. 1920.	
175	107	Baldwin	1889	10118	Dism., Parsons, Dec. 1922.	
176	108	Baldwin	1889	10167	Sold Jas. T. Gardner, Aug. 1922.	
177	109	Baldwin	1889	10173	Dism., Denison, Sept. 1915.	
178	110	Baldwin	1889	10168	Sold Grant Loco. & Car Wks., Houston, Oct. 1917.	
179	111	Baldwin	1889	10171	Dism., Denison, March 1916.	
180	112	Baldwin	1889	10175	Sold Houston & Brazos Valley, Oct. 1914, and renumb. 105. Resold Grant Loco. & Car Wks.	
181	113	Baldwin	1889	10176	Sold Jas. T. Gardner, Jan. 1916. Resold Abilene Southern #17.	
182	114	Baldwin	1889	10177	Dism., Smithville, Tex., July 1916.	
183	115	Baldwin	1889	10180	Sold SS&S, 6-16-1900; returned in 1901 Dism., Trinity, Tex., June 1916.	
184	116	Baldwin	1889	10181	Dism., Denison, Aug. 1914.	
185	117	Baldwin	1890	10552	Sold Jas. T. Gardner Co., Jan. 1914, and resold to Ozark Valley R.R. #102. Resold Hemphill Lbr. Co.	
186	118	Baldwin	1890	10553	Sold Waco, Beaumont, Trinity & Sabine Ry. 4-1923. Renumb. 101. Retired 12-1933 to stationary boiler service at Trinity, Tex.	
187	119	Baldwin	1890	10554	Sold Potts-Moore Gravel Co., Sept. 1914. Turned back to Katy, 1924, credit to be applied on purchase of No. 466. Sold to H.M. Co. 1925.	
188	120	Baldwin	1890	10555	Dism., Parsons, March 1916.	
189	121	Baldwin	1890	10558	Sold Southwestern Ballast Co., Sept. 1916.	
190	122	Baldwin	1890	10559	Sold Hyman-Michaels Co., Apr. 1924. Resold to List & Gifford Const. Co.	
191	123	Baldwin	1890	10560	Sold Jas. T. Gardner, Nov. 1914.	
192	124	Baldwin	1890	10563	Sold SS&S 6-16-1900. Returned 1901. Dism., Denison, Tex., Aug. 1914.	
193	125	Baldwin	1890	10561	Dism., Smithville, Tex., Jan. 1917.	
194	126	Baldwin	1890	10562	Dism., Parsons, Kans., Dec. 1921.	
*2nd 195	127	Baldwin	1892	12653	Sold Jas. T. Gardner, March 1914.	
*2nd 196	128	Baldwin	1892	12654	Dism., Trinity, Tex., June 1916.	
*2nd 197	129	Baldwin	1892	12664	Dism., Denison, Jan. 1916.	
*2nd 198	130	Baldwin	1892	12665	Sold Grant Loco. & Car Wks., Houston, 3-1917.	
*2nd 199	131	Baldwin	1892	12674	Sold Beaver, Meade & Englewood R.R., 8-1915 and renumb. 1. Scrapped by MK&T, 1932.	
*2nd 200	132	Baldwin	1892	12678	Dism., Smithville, Sept. 1916. Was first compound locomotive in use on the MK&T.	
*2nd 201	133	Baldwin	1892	12638	Sold Potts-Moore Gravel Co., May 1923. Cut up for junk in 1939.	

*(Nos. 2nd 195 to 2nd 201 originally assigned to the Dallas & Waco Ry.)

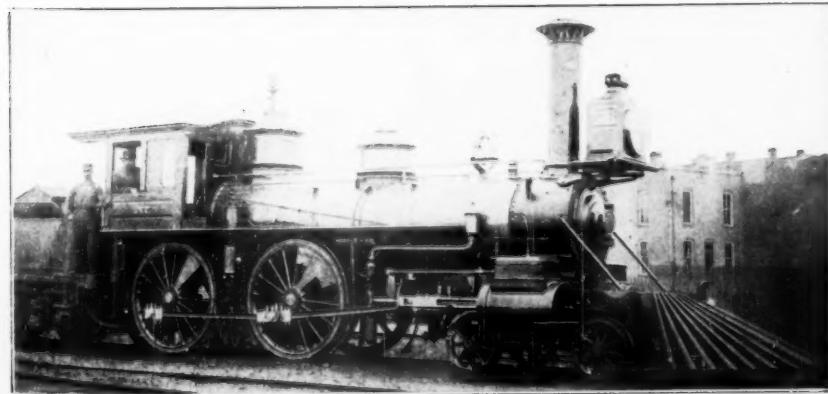
Engine Numbers			Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd	Builder			
202	134	Baldwin	1891	11733	Dism., Parsons, Nov. 1913.
203	135	Baldwin	1891	11734	Dism., Trinity, June 1916.
204	136	Baldwin	1891	11735	Dism., Parsons, Aug. 1914.
205	137	Baldwin	1891	11739	Dism., Denison, Feb. 1916.
206	138	Baldwin	1891	11754	Sold White Rock Sand & Gravel Co., May 1913.
207	139	Baldwin	1891	11755	Sold Grant Loco. & Car Wks., March 1917.
208	140	Baldwin	1891	11762	Sold B. M. & E. R.R., Oct. 1916. Renumb. 2. Scrapped by M-K-T in 1932.
209	141	Baldwin	1891	11745	Dism., Parsons, Nov. 1913.
210	142	Baldwin	1891	11740	Dism., Parsons, Dec. 1921.
211	143	Baldwin	1891	11747	Dism., Denison, Feb. 1916.
212	144	Baldwin	1891	11748	Sold White Rock Sand & Gravel Co., 7-1915.
213	145	Baldwin	1891	11756	Sold Hyman-Michaels Co., 6-1924. Dismantled.
214	146	Baldwin	1891	11757	Dism., Denison, Feb. 1916.
Engine Numbers			Year Built	Builder's Number	Final Disposition and Remarks
Orig.	2nd	3rd	Builder		
215	147		Baldwin	1891	11758 Sold Hyman-Michaels, 6-1924. Resold Harry Burke.
216	148		Baldwin	1891	11759 Dism., Parsons, Dec. 1921.
217	149		Baldwin	1892	12639 Dism., Parsons, Dec. 1922
218	150		Baldwin	1892	12640 Dism., Parsons, Feb. 1916.
219	151		Baldwin	1892	12641 Sold Hyman-Michaels, 6-1924. Dism.
220	152		Baldwin	1892	12642 Dism., Parsons, Sept. 1923.
221	153		Baldwin	1892	12646 Sold S. A. F. & N. Ry. 8-1914. Renumb. 1. Resold Grant Loco. & Car Works, 7-1917.
222	154		Baldwin	1892	12652 Dism., Parsons, March 1923.
223	155		Baldwin	1892	12662 Dism., Parsons, Feb. 1916.
224	156		Baldwin	1892	12663 Dism., Parsons, Dec. 1921.
(Nos. 217-224 originally assigned to the Missouri, Kansas & Eastern).					
225	157		Baldwin	1892	12859 Dism., Parsons, Aug. 1923.
226	158		Baldwin	1892	12866 Dism., Smithville, June 1916.
227	159		Baldwin	1892	12867 Sold G. F. Cotter Supply Co., Oct. 1916.
228	160		Baldwin	1892	12869 Dism., Parsons, Jan. 1916. Boiler stationary service.
229	161		Baldwin	1892	12870 Dism., Denison, Jan. 1916. Boiler stationary service Mokane, later at De Leon.
(Nos. 225-229 originally assigned to Taylor, Bastrop & Houston Ry.)					
Ist 287	232	162	Baldwin	1892	12967 Dism., Parsons, Aug. 1920. Renumb. 232, Oct. 1893. Boiler to stationary service.
Ist 288	233	163	Baldwin	1892	12973 Dism., Parsons, Nov. 1922. Renumb. 233, Oct. 1893. Recd. new boiler 6-1912 blt. by MK&T Ry.
(Nos. Ist 287-288 originally assigned to Southwestern Coal & Improvement Co. which was owned and later absorbed by the MK&T Ry. Co.)					
252	173		Baldwin	1895	14291 Sold Gifford, Hill & Co., July 1928.
253	174		Baldwin	1895	14292 Dism., Parsons, Sept. 1923.

Engine Numbers				Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd	Builder				
254	175	Baldwin	1895	14293	Sold Waco, Beaumont, Trinity & Sabine Ry. 4-1923. Renumb. 102. Scrapped 11-1933, Trinity, Tex.	
255	176	Brooks	1895	2530	Dism., Parsons, Sept. 1923.	
256	177	Brooks	1895	2531	Dism., Parsons, Aug. 1926.	
257	178	Brooks	1895	2532	Dism., Parsons, April 1917.	
258	179	Brooks	1895	2533	Dism., Parsons, Oct. 1923.	
259	180	Brooks	1895	2534	Dism., Parsons, April 1917.	
260	193	Richmond	1895	2490	Sold Grant Loco. & Car Wks., 3-1917. Resold to Dayton-Goose Creek #102. Scrapped by S. P. 6-26-26.	
261	none	Richmond	1895	2491	Destroyed in explosion, Feb. 1911.	
262	194	Richmond	1895	2492	Dism., Parsons, June 1916.	
263	195	Richmond	1895	2493	Dism., Parsons, Sept. 1923.	
(Nos. 260-263 originally built with cross compound cylinders).						
264	181	Baldwin	1895	14294	Dism., Parsons, April 1917.	
265	182	Baldwin	1895	14295	Dism., Parsons, March 1916.	
(Nos. 264-265 originally were Sherman, Shreveport & Southern Nos. 12 and 11, respectively. Included in the MK&T roster June 30, 1886.)						
266	196	Pittsburgh	1898	1876	Sold Wichita Falls & Sou. 4-1921. Scrapped 1935 by WF&S Ry.	
267	197	Pittsburgh	1898	1877	Dism., Parsons, Aug. 1923.	
268	198	Pittsburgh	1898	1878	Dism., Parsons, Nov. 1917.	
269	199	Pittsburgh	1898	1879	Sold W. F. & S. Ry. 3-1921. Scrapped 1935 by WF&S.	
270	200	Pittsburgh	1898	1880	Sold W. F. & S. Ry. 8-1921. Scrapped 1935 by WF&S.	
400	183	Richmond	1899	2860	Dism., Parsons, March 1916.	
401	184	Richmond	1899	2861	Sold W.B.T. & S. Ry. 4-1923. Renumb. 103. Scrapped 11-1933 at Trinity, Tex., by WBT&S Ry.	
402	185	Richmond	1899	2862	Sold Grant Loco. & Car Works, 3-1917.	
403	186	Richmond	1899	2863	Sold W.F.&S. Ry., 8-1921. Scrapped 1936 by WF&S.	
404	187	Richmond	1899	2864	Sold W.B.T. & S. Ry. 4-1923. Renumb. 104. Scrapped 12-1933 at Trinity, Tex., by WBT&S.	
405	188	Richmond	1899	2865	Sold W.B.T. & S. Ry. 4-1923. Renumb. 105. Scrapped 12-1933 at Trinity, Tex., by WBT&S.	
406	189	Richmond	1899	2866	Dism., Parsons, March 1916.	
Engine Numbers				Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd	3rd	4th			
407	190			1899	2867	Sold W. Rosser, May 1923.
408	191			1899	2868	Dism., Parsons, Feb. 1916.
409	192			1899	2869	Dism., Parsons, July 1923.
410	1002			1900	17954	Sold Hyman-Michaels Co., 7-1924. Resold to Forsythe Coal Co.
411	1003			1900	17955	Sold Texas & Oklahoma Ry., Oct. 1923.
412	1004			1900	17969	Sold Hyman-Michaels Co. 7-1924. Dismantled.
413	1005			1900	17970	Sold Hyman-Michaels 7-1924. Dismantled.

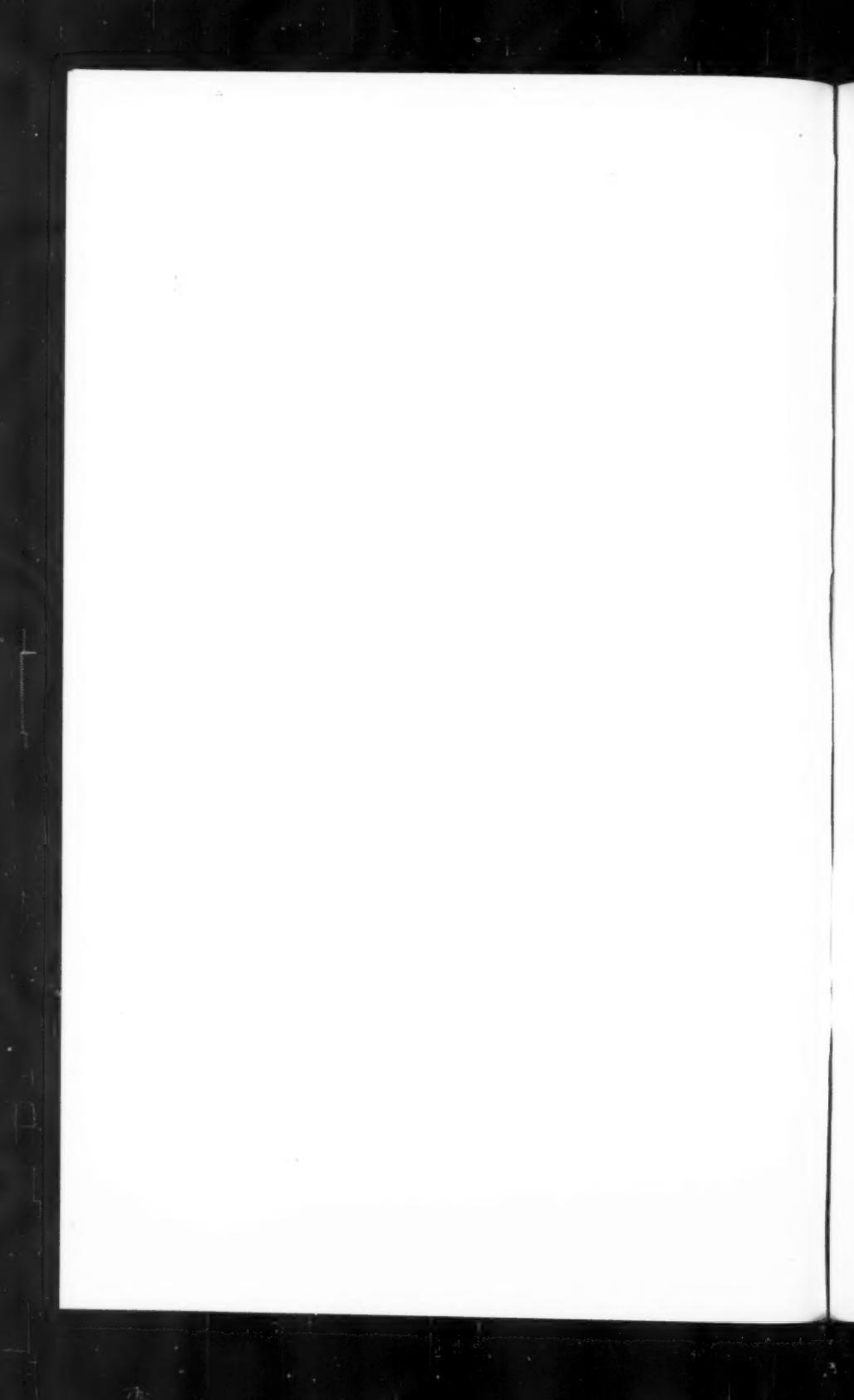


M. K. & T. #251, Baldwin, July 1895 #14347, Later #613. One of the four "mudhens" on the road. Note arrangement of boiler backhead. At Parsons, Kans., July 1897, after rear cab had been applied.

—Courtesy of M-K-T Lines.



M. K. & T. #277, Baldwin 1869. Later numbered in 104-115 series. Originally from Mo.-Pac. At Parsons, Kans., 1884.



Engine Numbers					Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd	3rd	4th	Builder			
414				Baldwin	1900	17971	Sold Hyman-Michaels 5-1924. Resold to Gifford Const. Co.
415				Baldwin	1900	17972	Sold Hyman-Michaels 9-1924. Resold to Gifford Const. Co.
416				Baldwin	1900	17973	Dism., Parsons, Oct. 1926.
417				Baldwin	1900	17983	Dism., Parsons, June 1927.
418				Baldwin	1900	17988	Sold Hyman-Michaels 7-1924. Resold Midland Continental Ry. Resold Gifford-Hill Construction Co.
419				Baldwin	1900	17989	Sold Hyman-Michaels 7-1924. Dismantled.
420				Baldwin	1900	18023	Sold Hyman-Michaels 10-1924. Resold to Gifford-Hill Construction Co.
421				Baldwin	1900	18040	Sold Hyman-Michaels 7-1924. Resold to Gifford-Hill Construction Co.
422				Baldwin	1900	18041	Sold Hyman-Michaels 9-1924. Humboldt Yard.
423				Baldwin	1900	18042	Dism., Parsons, Oct. 1926.
424				Baldwin	1900	18043	Sold Hyman-Michaels 7-1924. Resold to Gifford-Hill Construction Co., 1926.
425				Baldwin	1900	18106	Dism., Parsons, Oct. 1926.
426				Baldwin	1900	18107	Sold Western Paving Co., Jan. 1925.
1st 427	406	935	1209	Baldwin	1900	18138	Sold Hyman-Michaels 7-1924. Resold to Gifford-Hill Construction Co. #420.
1st 428	407	936	1210	Baldwin	1900	18139	Sold Hyman-Michaels 7-1924. Dismantled.
1st 429	408	937	1211	Baldwin	1900	18187	Sold Hyman-Michaels 7-1924. Resold to Gifford-Hill Construction Co. #426.
1st 430	409	1001		Baldwin	1900	18194	Sold Texas & Okla. Ry. 10-1923. Resold Oklahoma City-Ada-Atoka Ry. Sold for junk by OC-A-A Ry., 1929.
1st 443	401	930	1204	ALCo-Schn.	1901	25087	Sold Hyman-Michaels 5-1924. Resold to Equitable Equipment Co., New Orleans, and resold Pearl River Valley Ry. #331.
1st 444	402	931	1205	ALCo-Schn.	1901	25088	Sold Rockdale, Sandow and Southern Ry. Rockdale, Tex., June 1925. Renumb. 4. Still in service in 1940.
1st 445	403	932	1206	ALCo-Schn.	1901	25089	Sold Hyman-Michaels 10-1924. Resold to Gifford-Hill Construction Co.
1st 446	404	933	1207	ALCo-Schn.	1901	25090	Sold Hyman-Michaels 10-1924. Resold to Gifford-Hill Construction Co.
1st 447	405	934	1208	ALCo-Schn.	1901	25091	Sold R. S. & S. Ry., Dec. 1924, and renumb. 3. In service in 1940.

Engine Numbers					Year Built	Builder's No.	Final Disposition and Remarks	
Orig.	2nd	3rd	4th	Builder				
1st 448	2nd 472			Baldwin	1901	19375	Sold Hyman-Michaels	7-1924. Dismantled.
1st 449	2nd 473			Baldwin	1901	19376	Sold Hyman-Michaels	7-1924. Dismantled.
1st 450	2nd 474			Baldwin	1901	19377	Sold Hyman-Michaels	7-1924. Dismantled.
1st 451	2nd 475			Baldwin	1901	19378	Sold Hyman-Michaels	7-1924. Dismantled.
452				Baldwin	1901	19379	Sold Hyman-Michaels	7-1924. Dismantled.
453				Baldwin	1901	19380	Dism., Parsons, Nov. 1926.	
454				Baldwin	1901	19441	Sold Beaver, Meade & Englewood R.R., Dec. 1924. #454.	Scrapped by MKT 1932.
455				Baldwin	1900	17709	Sold La. Ry. & Nav. Co. 4-1923.	Still in service, 1940, as LA&T #455.
456				Baldwin	1900	17710	Sold L.R. & N. Co. 4-1923. Re-numb. LR&N 120.	Scrapped 1926 at Shreveport.

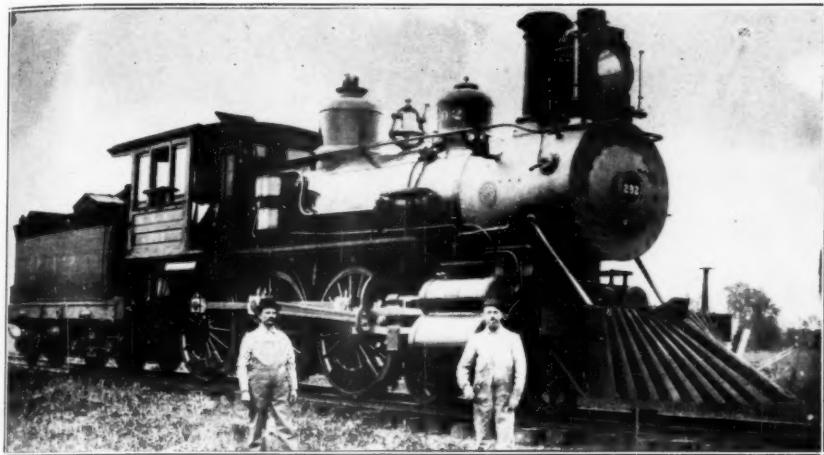
(Nos. 455-456 originally Sherman, Shreveport & Southern 2nd Nos. 12 and 13).

457	Baldwin	1901	19442	Sold Texas & Oklahoma Ry., Oct. 1923.
458	Baldwin	1901	19443	Sold Hyman-Michaels 5-1924. Resold to Equitable Equipment Co.
459	Baldwin	1901	19444	Sold to Texas & Okla. Ry., Oct. 1923. Resold to OC-A-A Ry. Scrapped 1929.
460	Baldwin	1901	19445	Sold to Texas & Okla. Ry., Oct. 1923. Resold to OC-A-A Ry. Scrapped 1929.

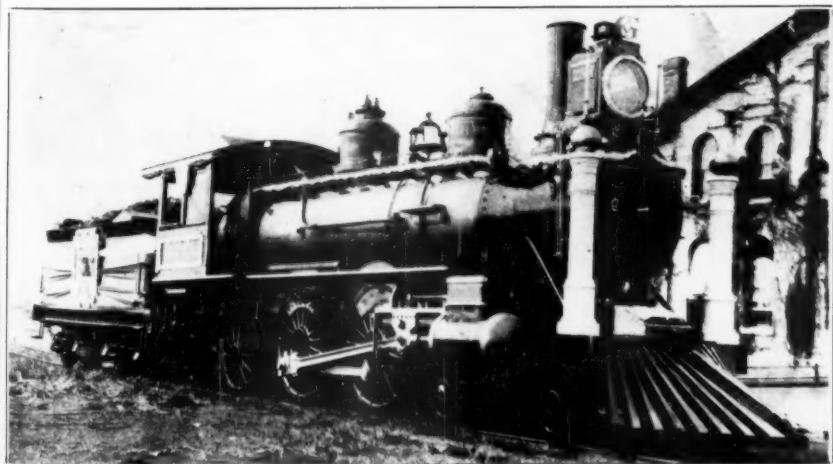
Engine Numbers					Year Built	Builder's No.	Final Disposition and Remarks	
Orig.	2nd	Builder						
461		Baldwin	1901	19446	Sold La. Ry. & Nav. Co. 4-1923. Re-numb. 121. Scrapped, 1926, Shreveport, La.			
462		Baldwin	1901	19544	Sold L. R. & N. 4-1923. Re-numb. 122. Scrapped, 1926, Shreveport, La.			
463		Baldwin	1901	19545	Sold Hyman-Michaels 5-1924. Humboldt Yard.			
464		Baldwin	1901	19551	Sold Hyman-Michaels 7-1924. Dismantled.			
465		Baldwin	1901	19552	Sold Nov. 1913 to Blytheville, Leachville & Ark. Sou. Ry. Trans. to Helena Southwestern Ry., a BLAS property and numbered 200.			
466		Baldwin	1901	19553	Sold Potts-Moore Gravel Co. 8-1924. Cut up for junk, 1937.			
467		Baldwin	1902	19920	Sold Waco, Beaumont, Trinity & Sabine Ry. 4-1923. Re-numb. 106. Scrapped 11-1933, Trinity, Tex.			

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
468		Baldwin		1902	19921	Sold Hyman-Michaels, 10-1924. Humboldt Yard.
469		Baldwin		1902	19922	Dism., Parsons, June 1927.
470		Baldwin		1902	19923	Sold Hyman-Michaels, 7-1924. Dismantled.
471		Baldwin		1902	19924	Sold Hyman-Michaels, 7-1924. Dismantled.
1st 472	2nd 482	ALCo-Schn.		1902	26097	Dism., Parsons, Sept. 1926. New boiler from ALCo; 6-1908.
1st 473	2nd 483	ALCo-Schn.		1902	26098	In Service. Boiler from #554, July 1907.
1st 474	2nd 484	ALCo-Schn.		1902	26099	Dism., Parsons, Nov. 1935.
1st 475	2nd 485	ALCo-Schn.		1902	26100	Sold Hyman-Michaels, 10-1924. Resold to Equitable Equipment Co., New Orleans.
476		ALCo-Schn.		1902	26101	In service.
477		ALCo-Schn.		1902	26102	Dism., Parsons, March 1932.
478		ALCo-Schn.		1902	26103	In service.
479		ALCo-Schn.		1902	26104	In service.
480		ALCo-Schn.		1902	26105	Dism., Parsons, Sept. 1926.
481		ALCo-Schn.		1902	26106	In service.
1st 482	492	Baldwin		1902	21089	In service.
1st 483	493	Baldwin		1902	21090	Dism., Parsons, Nov. 1935. New boiler from Baldwin Works, March 1908.
1st 484	494	Baldwin		1902	21101	In service.
1st 485	495	Baldwin		1902	21102	In service.
486		Baldwin		1902	21145	Sold Hyman-Michaels Co., 9-1924. Dismantled.
487		Baldwin		1902	21146	Sold Texas & Okla. Ry., 4-1924. New boiler 1908. Resold to OC-A-A Ry. Scrapped 1929.
488		Baldwin		1902	21147	Sold Hyman-Michaels 9-1924. Humboldt Yard. New boiler from #519, March 1909.
489		Baldwin		1902	21156	Sold OC-A-A Ry. 5-1926. Resold Unger Bros. Metals Co., Muskogee, Okla., 1929, @ \$2000.00. Resold Ft. Smith, Subiaco & Rock Island Ry.
490		Baldwin		1902	21190	Dism., Parsons, Sept. 1926.
491		Baldwin		1902	21200	Sold OC-A-A Ry. 2-1927. Scrapped 1929. New boiler from works, May 1908.
495	515	ALCo-Schn.		1903	27662	Dism., Parsons, Jan. 1931.
496		ALCo-Schn.		1903	27663	Dism., Parsons, Sept. 1926.
497		ALCo-Schn.		1903	27664	Sold OC-A-A Ry. Feb. 1929.
498		ALCo-Schn.		1903	27665	In service.
499		ALCo-Schn.		1903	27666	Dism., Parsons, Feb. 1932.
500		ALCo-Schn.		1903	27667	Sold OC-A-A Ry. 2-1929. New boiler 7-1908 from #482.
2nd 501		ALCo-Schn.		1903	27668	Dism., Parsons, Nov. 1935. New boiler 9-1908 from #586.
2nd 502		ALCo-Schn.		1903	27669	Sold OC-A-A Ry. Aug. 1928. New boiler 9-1908.
2nd 503		ALCo-Schn.		1903	27670	Dism., Parsons, Sept. 1926. New boiler 8-1908 from #512.

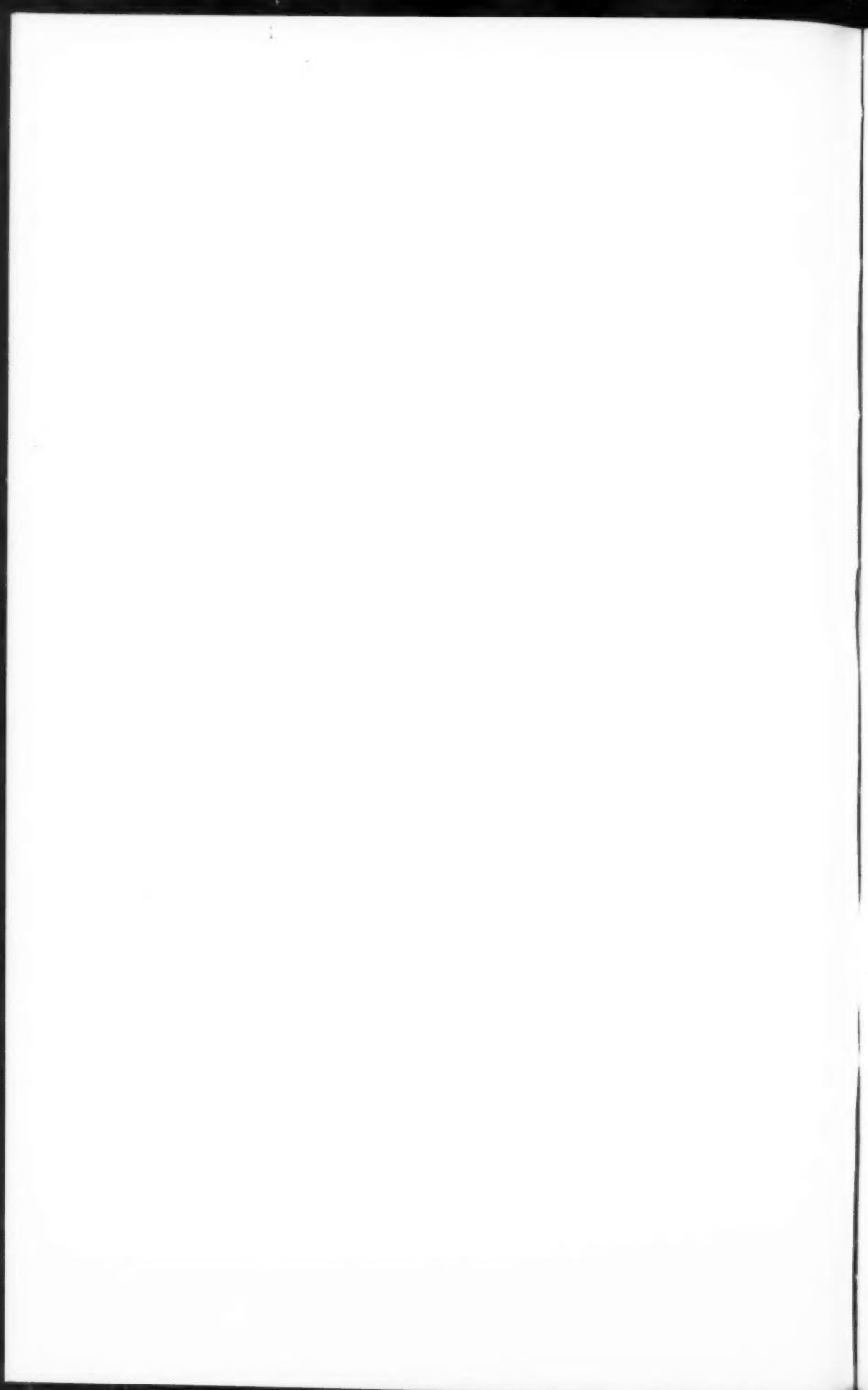
Engine Numbers		Builder	Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd				
2nd 504		ALCo-Schn.	1903	27671	In service.
2nd 505		ALCo-Schn.	1903	27672	Sold Hyman-Michaels 9-1924. Dismantled.
2nd 506		ALCo-Schn.	1903	27673	Sold Hyman-Michaels 8-1928. Humboldt Yard.
2nd 507		ALCo-Schn.	1903	27674	Sold Hyman-Michaels 9-1924. Dismantled.
2nd 508		ALCo-Schn.	1903	27675	In service.
2nd 509		ALCo-Schn.	1903	27676	Sold OC-A-A Ry. Feb. 1927.
2nd 510		ALCo-Schn.	1903	27677	In service.
2nd 511		ALCo-Schn.	1903	27678	In service.
2nd 512		ALCo-Schn.	1903	27679	Dism., Parsons, Feb. 1932.
2nd 513		ALCo-Schn.	1903	27680	Dism., Parsons, Aug. 1926.
2nd 514		ALCo-Schn.	1903	27681	Dism., Parsons, Feb. 1932. New boiler 7-1908.
2nd 515	2nd 533	Baldwin	1903	22473	Sold Hyman-Michaels 9-1924. Dismantled. Renumb. 533 in 1908.
2nd 516		Baldwin	1903	22599	Dism., Parsons, Nov. 1927.
2nd 517		Baldwin	1903	22616	In service.
2nd 518		Baldwin	1903	22702	Dism., Parsons, March 1927.
2nd 519		Baldwin	1903	22721	Sold Hyman-Michaels 9-1924. Resold OC-A-A Ry. New boiler 1-1909 from #487.
2nd 520		Baldwin	1903	22727	Dism., Parsons, Feb. 1931.
521		Baldwin	1903	22915	In Service. New boiler from Baldwin 4-1908; original boiler to #614 (ex-432).
522		Baldwin	1903	22916	Dism., Parsons, March 1927.
523		Baldwin	1903	22937	Dism., Parsons, May 1927. New boiler from Baldwin, 4-1908. Orig. boiler to #615 (ex-437).
524		Baldwin	1903	22959	Sold Hyman-Michaels 10-1924. Resold L. R. & N. Co. Renumb. 123. Scrapped prior to 1934.
525		Baldwin	1903	22960	Sold Hyman-Michaels 9-1924. Dismantled.
526		Baldwin	1903	23091	In service.
527		Baldwin	1903	23092	Dism., Parsons, Sept. 1926. Boiler to #547, 3-1919.
528		Baldwin	1903	23105	In service.
529		Baldwin	1903	23115	In service.
530		Baldwin	1903	23246	In service.
531		Baldwin	1903	23247	In service.
532		Baldwin	1903	23248	In service.
1st 533	289	Baldwin	1903	23292	Dism., Parsons, Nov. 1926. Rebuilt to 4-6-0 type, July 1908.
534		Baldwin	1903	23296	Sold Hyman-Michaels 9-1924. Dismantled.
535		Baldwin	1903	23297	In service.
536		Baldwin	1903	23406	Dism., Parsons, April 1927.
537		Baldwin	1903	23467	Dism., Parsons, Aug. 1925.
538		Baldwin	1904	23498	In service.
539		Baldwin	1904	23576	Sold Hyman-Michaels Co. Aug. 1928. Humboldt Yard.
540		Baldwin	1904	23582	Sold Hyman-Michaels Co. Aug. 1928. Humboldt Yard.
541		Baldwin	1904	23640	In service.



M. K. & T. #292, Baldwin 1893 #13718, Later #212. Scrapped 10-1923.



M. K. & T. #296, Baldwin 1895 #14346, Later #201. As decorated for a Knights Templar Special at Parsons, Kans., 1895.



<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
542		Baldwin	1904	23732	In service.	
543		Baldwin	1904	23733	In service.	
544		Baldwin	1904	23792	Sold Hyman-Michaels Co. 9-1924. Resold L. R. & N. Co. Renumb. 124. Scrapped prior to 1934.	
545		Baldwin	1904	23924	Dism., Parsons, May 1927.	
546		Baldwin	1904	24215	Dism., Parsons, March 1931.	
547		Baldwin	1904	24216	Sold Frost Lumber Co., March 1926.	
548		Baldwin	1904	24240	Sold Hyman-Michaels Co. 9-1924. Dismantled.	
549		Baldwin	1904	24246	Sold OC-A-A Ry. Feb. 1927. New boiler 3-1908. Orig. boiler to #613 (ex-251).	
550		Baldwin	1904	24270	Sold Hyman-Michaels Co. 10-1924. Resold OC-A-A Ry.	
551		ALCo-Schn.	1904	29766	Dism., Parsons, Feb. 1931.	
552		ALCo-Schn.	1904	29767	In service. New boiler from #503, 4-1911.	
553		ALCo-Schn.	1904	29768	In service.	
554		ALCo-Schn.	1904	29769	Dism., Parsons. April 1927. New boiler 1907.	
555		ALCo-Schn.	1904	29770	In service.	
556		ALCo-Schn.	1904	29771	Sold OC-A-A Ry. Dec. 1927.	
557		ALCo-Schn.	1904	29772	Dism., Parsons, March 1931.	
558		ALCo-Schn.	1904	29773	Sold OC-A-A Ry. Feb. 1927.	
559		ALCo-Schn.	1904	29774	In service.	
560		ALCo-Schn.	1904	29775	Sold Hyman-Michaels Co. 9-1924. Resold OC-A-A Ry.	
561		Baldwin	1905	26922	Sold Hyman-Michaels Co. 9-1924. Resold to Equitable Equipment Co., New Orleans, La.	
562		Baldwin	1905	26923	Sold Gifford-Hill Const. Co., July 1929.	
563		Baldwin	1905	26936	Dism., Parsons, May 1927.	
564		Baldwin	1905	26945	Dism., Parsons, Jan. 1931.	
565		Baldwin	1905	26969	In service.	
566		Baldwin	1905	26974	Dism., Parsons, Aug. 1926.	
567		Baldwin	1905	26975	Sold Hyman-Michaels Co. 9-1924. Dismantled.	
568		Baldwin	1905	26976	Sold Hyman-Michaels Co. 8-1928. Humboldt Yard.	
569		Baldwin	1905	26989	Dism., Parsons, Jan. 1931.	
570		Baldwin	1905	27005	Dism., Parsons, 8-1926.	
571		Baldwin	1905	27006	Dism., Parsons, Dec. 1927.	
572		Baldwin	1905	27007	Dism., Parsons, Oct. 1926.	
573		Baldwin	1905	27008	Sold Hyman-Michaels Co. 9-1924. Humboldt Yard.	
574		Baldwin	1905	27068	Sold Hyman-Michaels Co. 9-1924. Dismantled.	
575		Baldwin	1905	27023	Dism., Parsons, Oct. 1926.	
576		Baldwin	1905	27024	Dism., Parsons, Oct. 1926.	
577		Baldwin	1905	27090	Dism., Parsons, Oct. 1926.	
578		Baldwin	1905	27091	Sold Denison, Bonham & New Orleans Ry. 7-1925. Returned 2-1930. Scrapped 3-1930.	
579		Baldwin	1905	27097	Dism., Parsons, Oct. 1926.	
580		Baldwin	1905	27150	Sold Hyman-Michaels 7-1924. Dismantled.	
581		Baldwin	1906	28878	Dism., Parsons, Jan. 1931.	

Engine Numbers			Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd	Builder			
582		Baldwin	1906	28879	Sold OC-A-A Ry. Feb. 1929.
583		Baldwin	1906	28920	Dism., Parsons, March 1931.
584		Baldwin	1906	28921	Sold Hyman-Michaels 10-1924. Resold to Equitable Equipment Co., New Orleans.
585		Baldwin	1906	28934	Sold Hyman-Michaels 9-1924. Dismantled.
586		Baldwin	1906	28935	Dism., Parsons, Nov. 1935.
587		Baldwin	1906	28936	In service.
588		Baldwin	1906	28954	Sold Hyman-Michaels 9-1924. Humboldt Yard.
589		Baldwin	1906	28968	Dism., Parsons, Feb. 1931.
590		Baldwin	1906	28980	Sold Hyman-Michaels 9-1924. Resold LR&N Co. Renumb. 125. Scrapped prior to 1934.
591		Baldwin	1906	28981	Dism., Parsons, Oct. 1924.
592		Baldwin	1906	28993	In service.
593		Baldwin	1906	28998	Sold OC-A-A Ry., May 1927.
594		Baldwin	1906	28999	In service.
595		Baldwin	1906	29015	Dism., Parsons, Oct. 1924.
596		Baldwin	1906	29016	In service.
597		Baldwin	1906	29079	Sold OC-A-A Ry. Feb. 1929.
598		Baldwin	1906	29098	Sold Hyman-Michaels Co. 9-1924. Dismantled.
599		Baldwin	1906	29113	Dism., Parsons, Sept. 1926.
600		Baldwin	1906	29148	Dism., Parsons, Aug. 1931.
601	437	ALCo-Schn.	1907	44171	Dism., Parsons, Feb. 1931. Boiler used Parsons Power Plant.
602	438	ALCo-Schn.	1907	44172	Dism., Parsons, Sept. 1926.
603	439	ALCo-Schn.	1907	44173	Sold Hyman-Michaels 10-1924. Resold OC-A-A Ry. Resold Unger Bros. Metals Co., Muskogee, Okla. Resold Ft. Smith, Subiaco & Rock Island Ry.
604	440	ALCo-Schn.	1907	44174	Sold Frost Lumber Co. July 1926. Later Nacogdoches Southeastern #33 (owned by Frost).
605	441	ALCo-Schn.	1907	44175	Destroyed by explosion. Hominy, Okla., 2-22-24.
606	442	ALCo-Schn.	1907	44176	Dism., Parsons, Dec. 1927.
607	443	ALCo-Schn.	1907	44177	Dism., Parsons, Nov. 1926.
608	444	ALCo-Schn.	1907	44178	Dism., Parsons, March 1931.
609	445	ALCo-Schn.	1907	44179	Sold OC-A-A Ry. Feb. 1929.
610	446	ALCo-Schn.	1907	44180	Dism., Parsons, Feb. 1931.
611	447	ALCo-Schn.	1907	44181	Sold Frost Lumber Industries. Oct. 1926.
612	448	ALCo-Schn.	1907	44182	Sold Hyman-Michaels Co. 10-1924. Resold to Equitable Equipment Co., New Orleans.
613	449	ALCo-Schn.	1907	44183	Sold Texas & Okla. Ry., Apr. 1924.
614	450	ALCo-Schn.	1907	44184	Dism., Parsons, March 1931.
615	451	ALCo-Schn.	1907	44185	Sold OC-A-A Ry. Feb. 1929.
2nd 113	429	ALCo-Schn.	1907	43227	Sold Frost Lumber Co., July 1926.

Nos. 607-612 renumbered 2nd 443-448.

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
		2nd				
2nd 116	430	ALCo-Schn.	1907	43228	Sold OC-A-A Ry. Aug. 1928.	
2nd 118	431	ALCo-Schn.	1907	43229	Dism., Parsons, March 1928.	
2nd 120	432	ALCo-Schn.	1907	43230	Dism., Parsons, Oct. 1926. New boiler from #521, 12-1910.	
2nd 122	433	ALCo-Schn.	1907	43231	Dism., Parsons, March 1928.	
2nd 123	434	ALCo-Schn.	1907	43232	Sold OC-A-A Ry., Aug. 1928.	
2nd 125	435	ALCo-Schn.	1907	43233	Sold Texas & Okla. Ry., April 1924.	
2nd 149	436	ALCo-Schn.	1907	43234	Sold OC-A-A Ry., Aug. 1928.	
		2nd				
2nd 102	427	ALCo-Schn.	1907	43225	Sold Hyman-Michaels 10-1924. Resold Equitable Equipment Co., New Orleans.	
2nd 103	428	ALCo-Schn.	1907	43226	Sold Moore & Moore Sand & Gravel Co. 5-1929.	

Mogul—2-6-0 Type—Mechanical Specifications

Nos. 48 to 51. Cylinders 17x24"; drivers 56" (centers 50"); wt. on drivers 72000 lbs.; wt. engine 82000; engine and tender 149000 lbs. Steam pressure 140 lbs.; tractive power 14744 lbs. Total length engine and tender 54' 6 $\frac{1}{8}$ ". Tender 3400 gal. water, 8 tons coal.

Nos. 89 and 92 to 95. Assigned road class D-2 in 1903, rating 84%. Cylinders 18x24"; drivers 50" (centers 44"); wt. on drivers 74500 lbs.; wt. engine 88000 lbs.; engine and tender 155800 lbs. Steam pressure 140 lbs.; tractive power 18505 lbs. Grate area 14.9 sq. ft.; total heating surface 1013 sq. ft. Tender 3000 gal. water, 6 tons coal.

Nos. 99 to 103. Assigned road class Q in 1899 and class D-1 in 1903; rating 78%. Cylinders 18x24"; drivers 57" (centers 51"); wt. on drivers 79800 lbs.; wt. engine 93800 lbs.; engine and tender 160000 lbs. Steam pressure 140 lbs.; tractive power 16231 lbs. Grate area 16.3 sq. ft.; total heating surface 1104 sq. ft. Tender 2900 gal. water, 6 tons coal.

Nos. 127 to 146. Assigned road class I in 1899 and class D-3 in 1903; rating 93%. Cylinders 19x22"; drivers 50" (centers 44"); wt. on drivers 76000 lbs.; wt. engine 86000 lbs.; engine and tender 76.4 tons. Steam pressure 140 lbs.; tractive power 18900 lbs. Grate area 22 sq. ft.; total heating surface 1070 sq. ft. Tender 3000 gal. water and 7.5 tons coal.

Nos. 150 to 169 (Ex 501-520). Assigned road class I in 1899 and D-3 in 1903; rating 93%. Cylinders 19x22"; drivers 50" (centers 44"); wt. on drivers 79300 lbs.; wt. engine 90900 lbs.; engine and tender 80.8 tons. Steam pressure 145 lbs.; tractive power 19600 lbs. (20%) Grate area 22.6 sq. ft.; total heating surface 1181 sq. ft. Tender 3000 gal. water and 7.5 tons coal. Total length engine and tender 56' 1 $\frac{1}{2}$ ". Nos. 153 and 156 were rebuilt in 1913-1914 to 0-6-0 side-tank type without tender. Dimensions as rebuilt were:—Principal dimensions unchanged excepting wt. on drivers 80800 lbs. Fuel capacity 3 $\frac{1}{2}$ tons coal, 1040 gal. water. Road class B.

Nos. 170 to 194. Assigned road class J in 1899 and class D-4 in 1903; rating 100%. Cylinders 19x24"; drivers 57" (centers 50"); wt. on drivers 91750 lbs.; wt. engine 104850 lbs.; engine and tender 181150 lbs. Steam pressure 160 lbs.; tractive power 21040 lbs. Grate area 22 sq. ft.; total heating surface 1551 sq. ft. Tender 3400 gal. water and 8 tons coal.

Nos. 195 to 199, 201 to 229, 287 and 288. Same as Nos. 170 to 194.

No. 200. Class D-4, 100%. First compound locomotive in use on the Katy. Vauclain four-cylinder compound. Cylinders 12 $\frac{1}{2}$ " and 21x24"; drivers 57" (centers 50"); Wt. on drivers 97100 lbs.; wt. engine 111300 lbs.; wt. engine and tender

93.7 tons. Steam pressure 180 lbs.; tractive power 19000 lbs. Grate area 23 sq. ft.; total heating surface 1405 sq. ft. Tender 3400 gal. water and 8 tons coal. This locomotive was rebuilt with simple 19x24" cylinders last half of 1905.

Note:—Of the foregoing locomotives, Nos. 129, 135, 136, 138, 140, 141, 144 and 146 were changed to switch engines at Parsons shop in 1911-1912 with footboards and wedge tanks. Steam pressure raised to 160 lbs. with 21600 lbs. tractive power. These engines had received new boilers during 1911-1912. Wt. on drivers 93300 lbs.; wt. engine 105000 lbs. as rebuilt. Capacity of new steel underframe wedge tank was 4300 gal. water and 10 tons coal.

Nos. 252 to 259 and 264 and 265. Assigned road class K, 1899, and class D-5, 1903; rating 110%. Cylinders 19x24"; drivers 57" (centers 50"); wt. on drivers 106800 lbs.; wt. engine 124000 lbs.; engine and tender 106.4 tons. Steam pressure 170 lbs.; tractive power 23670 lbs. Grate area 23 sq. ft.; total heating surface 1506 sq. ft. Tender 4000 gal. water and 9 tons coal.

Nos. 260 to 263. Richmond cross compound, road class H. Cylinders were 12" and 30x24". Rebuilt with simple 19x24" cylinders prior to 1903 with dimensions similar to those of Nos. 252 to 259, above and with road class K.

Nos. 266 to 270. Road class L(1899), changed to class D-6 in 1903; rating 120%. Cylinders 19x26"; drivers 57" (centers 50"); wt. on drivers 108200 lbs.; wt. engine 122400 lbs.; engine and tender 109 tons. Steam pressure 180 lbs.; tractive power 25640 lbs. Grate area 28.1 sq. ft.; total heating surface 1511 sq. ft. Tender 4300 gal. water and 9 tons coal.

Nos. 400 to 409. Road class L (1899); changed to D-6 in 1903; rating 110%. Cylinders 19x26"; drivers 63" (centers 56"); wt. on drivers 108500 lbs.; wt. engine 124300 lbs.; engine and tender 118 tons. Steam pressure 180 lbs.; tractive power 24060 lbs. Grate area 28.1 sq. ft.; total heating surface 1511 sq. ft. Tender 4300 gal. water, 9 tons coal.

Nos. 410 to 430, 448 to 471. Road class D-7, 125%. Cylinders 19x26"; drivers 57" (centers 50"); wt. on drivers 112490 lbs.; wt. engine 131200 lbs.; E. & T. 113.4 tons. Steam pressure 190 lbs.; tractive power 26590 lbs. Grate area 28.1 sq. ft.; total heating surface 1559 sq. ft. Tender 4300 gal. water, 9 tons coal.

Nos. 443 to 447. Identical to Nos. 410 to 430 excepting for slight difference in weight.

Nos. 472 to 560. Road class D-8, rating 145%, as of 1903. Cylinders 20x28"; drivers 63" (centers 56"); wt. on drivers 133100 lbs.; wt. engine 155000 lbs.; E. & T. 140.1 tons. Steam pressure 200 lbs.; tractive power 30200 lbs. Grate area 47 sq. ft.; total heating surface 2268 sq. ft. Tender 6000 gal. water and 12 tons coal. Total length engine and tender 64' 10 $\frac{1}{4}$ ". Became road class J-5 in 1923 classification. (30%) Superheaters and piston valve cylinders applied. Superheating surface 500 sq. ft.; total 2096 sq. ft. heating surfaces. Wt. on drivers 135000 lbs.; wt. engine 157500 lbs. New tenders applied; 7500 gal. water, 14 tons coal.

Nos. 561 to 615. Road class J-5, rating 30% as of 1923. Cylinders 20x28"; drivers 63" (centers 56"); wt. on drivers 136200 lbs.; wt. engine 160000 lbs.; tender loaded 145400 lbs. Steam pressure 200 lbs.; tractive power 30200 lbs. Grate area 44.2 sq. ft.; total heating surface 2109 sq. ft. Tender 7500 gal. water, 14 tons coal. Total length engine and tender 67' 2". Superheated later and piston valve cylinders applied. General dimensions similar to preceding group.

Note:—Mogul engines of the J-5 class left in service in 1938 had boiler pressure increased to 210 lbs. with 31750 lbs. tractive effort. (32%). Practically all have been converted to oil burners with tenders carrying 2661 gal. oil and 8000 gal. water. Wt. on drivers 146000 lbs.; engine 170000 lbs. Stephenson valve motion retained.

Nos. 2nd 102, 103, 113, 116, 118, 120, 122, 123, 125, 149. No. 149 had Walschaert valve motion; others Stephenson. None of this group superheated or slide valves replaced with piston valves. Had slightly smaller grate area and heating surfaces than Nos. 561-615, other dimensions almost identical with this group.

M-K-T LOCOMOTIVES—4-6-0 TYPE

Ten-Wheeled—4-6-0 Type

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
2nd 287	none	Baldwin	1893	13708		Destroyed by explosion Feb. 1911.
2nd 288	208	Baldwin	1893	13709	Dism., Parsons, June 1925.	
	289	209	Baldwin	1893	13712	Sold Hyman-Michaels, 7-1924. Dismantled.
903;	290	210	Baldwin	1893	13716	Dism., Parsons, Kans., Aug. 1923.
6800	291	211	Baldwin	1893	13717	Dism., Parsons, Feb. 1923.
170	292	212	Baldwin	1893	13718	Dism., Parsons, Oct. 1923.
1506	293	213	Baldwin	1893	13735	Sold Hyman-Michaels, 7-1924. Dismantled.
and ards	294	214	Baldwin	1893	13736	Sold Hyman-Michaels 9-1924. Scrapped.
active on steel	295	215	Baldwin	1893	13754	Dism., Parsons, March 1923.
903;	303	216	Baldwin	1899	17112	Dism., Parsons, Sept. 1923.
6800	304	217	Baldwin	1899	17113	Sold Hyman-Michaels, 7-1924. Dismantled.
170	305	218	Baldwin	1899	17114	Sold Hyman-Michaels, 7-1924. Resold OC-A-A Ry. Sold for scrap by OC-A-A in 1929.
1506	306	219	Baldwin	1899	17115	Sold to Texas & Okla. Ry., Oct. 1923.
and ions	307	220	Baldwin	1899	17116	Sold Hyman-Michaels, 7-1924. Dismantled.
0%. wt.	308	248	Baldwin	1902	21154	Dism., Parsons, Feb. 1931.
active ft.	309	249	Baldwin	1902	21155	Dism., Parsons, March 1931.
300	310	250	Baldwin	1902	21170	Dism., Parsons, March 1931.
57"	311	251	Baldwin	1902	21176	Dism., Parsons, Feb. 1931.
13.4	312	252	Baldwin	1902	21210	Dism., Parsons, Feb. 1931.
ft.;	313	253	Baldwin	1902	21211	Dism., Parsons, March 1931.
ight.	314	254	Baldwin	1902	21335	Dism., Parsons, Feb. 1931.
ers	315	255	Baldwin	1902	21336	Dism., Parsons, Jan. 1931.
T.	316	256	Baldwin	1902	21404	Dism., Parsons, March 1931.
47	317	257	Baldwin	1902	21411	Dism., Parsons, Feb. 1931.
ons	318	221	ALCo-Schn.	1904	29756	Dism., Parsons, Sept. 1926.
923	319	222	ALCo-Schn.	1904	29757	Sold to OC-A-A Ry., Aug. 1928. Sold for scrap by OC-A-A in 1929.
pers-	320	223	ALCo-Schn.	1904	29758	Dism., Parsons, Feb. 1931.
ers	321	224	ALCo-Schn.	1904	29759	Dism., Parsons, Sept. 1926.
14	322	225	ALCo-Schn.	1904	29760	Dism., Parsons, Nov. 1926.
ers	323	226	ALCo-Schn.	1904	29761	Dism., Parsons, Feb. 1931.
ded	324	227	ALCo-Schn.	1904	29762	Dism., Parsons, Feb. 1931.
4.2	325	228	ALCo-Schn.	1904	29763	Dism., Parsons, March 1931.
al.	326	229	ALCo-Schn.	1904	29764	Sold B. M. & E. Ry. #229, May 1928. Returned and scrapped by M-K-T, 1-1-1932.
yl-	327	230	ALCo-Schn.	1904	29765	Sold Hyman-Michaels, 11-1924. Dismantled.
ure	328	231	Baldwin	1905	27086	Sold La. Ry. & Nav. Co. #231, 4-1923. Then La. & Ark. #231. Scrapped 1934.
ive	329	232	Baldwin	1905	27087	Dism., Parsons, March 1931.
al.	330	233	Baldwin	1905	27110	Sold L. R. & N. Co., Apr. 1923, LR&N #233. Then La. & Ark. #233. Scrapped 1934.
on	331	234	Baldwin	1905	27111	Dism., Parsons, Feb. 1931.
ve	332	235	Baldwin	1905	27112	Dism., Parsons, March 1931.

Engine Numbers			Year Built	Builder's No.	Final Disposition and Remarks
Orig.	2nd	Builder			
333	236	Baldwin	1905	27113	Sold Hyman-Michaels, 11-1924. Dismantled.
334	237	Baldwin	1905	27153	Sold B. M. & E. Ry. #237, May 1929. Dismantled March 1934.
335	238	Baldwin	1905	27154	Dism., Parsons, Feb. 1931.
336	246	Baldwin	1905	27093	Dism., Parsons, March 1931.
337	247	Baldwin	1905	27094	Dism., Parsons, Feb. 1931.
2nd 33	239	ALCo-Schn.	1907	43218	Sold L. R. & N. Co., #239, 4-1923. Then La. & Ark. #239. Scrapped 1934.
2nd 36	240	ALCo-Schn.	1907	43219	Sold L. R. & N. Co., #240, 4-1923. Then La. & Ark. #240. Scrapped 1934.
2nd 68	241	ALCo-Schn.	1907	43220	Dism., Parsons, March 1931.
2nd 69	242	ALCo-Schn.	1907	43221	Dism., Parsons, March 1931.
2nd 71	243	ALCo-Schn.	1907	43222	Dism., Parsons, Oct. 1926.
2nd 78	244	ALCo-Schn.	1907	43223	Sold to Texas & Okla. Ry., Oct. 1923.
2nd 100	245	ALCo-Schn.	1907	43224	Dism., Parsons, Feb. 1931.
338	258	Baldwin	1906	28818	Dism., Parsons, July 1934.
339	259	Baldwin	1906	28819	Dism., Parsons, July 1934.
340	260	Baldwin	1906	28820	Dism., Parsons, July 1934.
341	261	Baldwin	1906	28842	Dism., Waco, Texas, Oct. 1934.
342	262	Baldwin	1906	28843	Dism., Waco, Oct. 1934.
343	263	Baldwin	1906	28844	Dism., Parsons, Feb. 1931.
344	264	Baldwin	1906	28857	Dism., Parsons, Jan. 1931.
345	265	Baldwin	1906	28904	Dism., Parsons, Nov. 1935
346	266	Baldwin	1906	28905	Dism., Parsons, Nov. 1935
347	267	Baldwin	1906	28913	Dism., Parsons, Nov. 1935
348	268	ALCo-Schn.	1909	45870	Dism., Parsons, May 1940.
349	269	ALCo-Schn.	1909	45871	Dism., Parsons, May 1940.
350	270	ALCo-Schn.	1909	45872	Dism., Parsons, Feb. 1932.
351	271	ALCo-Schn.	1909	45873	Dism., Parsons, May 1940.
352	272	ALCo-Schn.	1910	48455	Dism., Parsons, Nov. 1935.
353	273	ALCo-Schn.	1910	48456	Dism., Parsons, Jan. 1932.
354	274	ALCo-Schn.	1910	48457	Dism., Parsons, May 1940.
355	275	ALCo-Schn.	1910	48458	Dism., Waco, Tex., March 1927.
356	276	ALCo-Schn.	1910	48459	Dism., Parsons, Nov. 1935.
2nd 40	277	ALCo-Schn.	1909	45858	Dism., Parsons, Feb. 1932.
2nd 55	278	ALCo-Schn.	1909	45859	Destroyed in collision, Hillendale, Tex., Jan. 1924.
2nd 56	279	ALCo-Schn.	1909	45863	Dism., Parsons, Jan. 1932.
2nd 58	280	ALCo-Schn.	1909	45864	Dism., Parsons, May 1940.
2nd 61	281	ALCo-Schn.	1909	45865	Dism., Parsons, Nov. 1935.
2nd 62	282	ALCo-Schn.	1909	45866	Dism., Parsons, Jan. 1932.
2nd 66	283	ALCo-Schn.	1909	45867	Dism., Parsons, Jan. 1932.
2nd 67	284	ALCo-Schn.	1909	45868	Dism., Parsons, Nov. 1935.
2nd 70	285	ALCo-Schn.	1909	45869	Dism., Parsons, May 1940.
2nd 80	286	ALCo-Schn.	1909	45860	Dism., Parsons, Feb. 1932.
4th					
2nd 85	287	ALCo-Schn.	1909	45861	Dism., Parsons, Feb. 1932.
3rd					
2nd 86	288	ALCo-Schn.	1909	45862	Dism., Parsons, Nov. 1935
533	289	Baldwin	1903	23292	Dism., Parsons, Nov. 1926. Rebuilt from 2-6-0 type, 1908.

Ten-Wheeled—4-6-0 Type—Mechanical Specifications

Nos. 287 to 295. As originally built these locomotives were equipped with Vauclain compound cylinders 13½" and 23x26" and were assigned road class N, changed in 1903 to class F. Nos. 288 to 292 had cylinder dimensions as given and were

rated at 105%. Nos. 287, 294 and 295 had 14" high pressure cylinders and were rated at 110%. Steam pressure 170 lbs.; tractive power 22902 lbs. Wt. on drivers (2 gauges) 104400 lbs.; total wt. of engine 139400 lbs.; wt. engine and tender 113 tons. Grate area 23 sq. ft.; total heating surface 1803 sq. ft. Tender 4000 gal. water and 16000 pounds of coal. Wheel base:—driving 12' 8"; engine 24' 2"; E & T 48' 7 $\frac{1}{4}$ ". By 1903 steam pressure was raised to 180 lbs. Between 1905 and 1908 the compound cylinders were removed and replaced by simple cylinders 19x26". Drivers were 68" with 62" centers.

Nos. 303 to 307. Assigned road class R in 1899 series and class F-1 in 1903 with rating of 105%. Class F in 1912; rating 22%. Cylinders 19 $\frac{1}{2}$ x26"; drivers 68" (centers 62"); wt. on drivers 98200 lbs.; total wt. engine 136000 lbs.; wt. engine and tender 250000 lbs. Grate area 29.1 sq. ft.; total heating surface 2144 sq. ft. Steam pressure 180 lbs.; tractive power 21900 lbs. Total length engine and tender 67' 7 $\frac{1}{2}$ ". Standard tank H with 6000 gal. water, 10 tons coal.

Nos. 308 to 317. Assigned road class F-2 in 1903 with rating of 115%. Survivors in 1923 became road class G-7, rating 25%. Cylinders 20x26"; drivers 72" (centers 66"); wt. on drivers 123200 lbs.; total wt. engine 163200 lbs.; E. & T. 295200 lbs. Grate area 30.97 sq. ft.; total heating surface 2472 sq. ft. Steam pressure 200 lbs.; tractive power 24600 lbs. Total length engine and tender 68' 9 $\frac{1}{2}$ ". Standard tank H with 6500 gal. water, 12 tons coal.

Nos. 318 to 327. In 1923 assigned road class G-5a, rating 23%. Cylinders 19x26"; drivers 68" (centers 62"); wt. on drivers 104000 lbs.; total wt. engine 146000 lbs.; E. & T. 273000 lbs. Grate area 28.7 sq. ft.; total heating surface 2329 sq. ft. Steam pressure 200 lbs.; tractive power 23100 lbs. Total length engine and tender 67' 2". Standard tank H with 6500 gal. coal 12 tons.

Nos. 328 to 335. In 1923 assigned road class G-5b, rating 23%. Aside from slight differences in weight, these were duplicates of the 318 to 327 series.

Nos. 336, 337. Originally road class F; became class G-6 in 1923. When built were four-cylinder balanced compound with cylinders 15" and 25x26". Compound cylinders were removed by the MK&T Ry. in 1920 and simple 20x26" cylinders applied. Drivers 68" diam. Tractive power with 20x26" cyls. was 20000 lbs. with steam pressure of 200 lbs. Wt. on drivers 121600 lbs.; wt. engine 169000 lbs. As compounds these locomotives had 220 lbs. steam pressure and were rated at 180% (tractive power 25790 lbs.) Total heating surface was 2660 sq. ft. Piston valves were used. As simple engines they were superheated and Stephenson valve gear replaced by Walschaert gear. Grate area 31.1 sq. ft. Superheating surface 528 sq. ft. Total heating surface 2448 sq. ft.

Nos. 2nd 33, 36, 68, 69, 71, 78 and 100. Road class G-5c, 23%. Cylinders 19x26" drivers 69" (centers 62"); wt. on drivers (2 gauges) 109000 lbs.; wt. engine 152000 lbs.; wt. of engine and tender 284000 lbs. Grate area 28.7 sq. ft.; total heating surface 2329 sq. ft. Steam pressure 200 lbs.; tractive power 23100 lbs. Total length engine and tender 66' 11 $\frac{3}{4}$ ". Standard tank H with 6500 gal. water and 12 tons coal.

Nos. 338 to 347. Road class G-8a, 26%. Cylinders 20x28"; drivers 72" (centers 66"); wt. on drivers (2 gauges) 120200 lbs.; wt. of engine 162000 lbs.; wt. of engine and tender 298600 lbs. Grate area 30.6 sq. ft.; total heating surface 2316.5 sq. ft. Steam pressure 200 lbs.; tractive power 26400 lbs. Total length engine and tender 67' 11 $\frac{1}{2}$ ". Standard tank H, 6500 gal. water, 12 tons coal. Superheaters applied, 1917-1921, with 500 sq. ft. surface and total heating surface 1998 sq. ft. Piston valves and Stephenson gear. Formerly had slide valves.

Nos. 348 to 356, 2nd Nos. 40, 55, 56, 58, 61, 62, 66, 67, 70, 80, 85 and 86. These locomotives originally were all alike and were road class F, rating 26%. Original dimensions were: Cyls. 20x28"; drivers 72" with 66" centers; wt. on drivers 128500 lbs.; wt. of engine 170600; wt. engine and tender 319800. Steam pressure 200 lbs.; tractive power 26400 lbs. Grate area 31.5 sq. ft.; total heating surface 2654.5 sq. ft. During 1915-1923 all were superheated and slide valves replaced with piston valves. Superheater surface was 500 sq. ft. and total heating surface changed to 2498 sq. ft. As superheated, wt. on drivers changed to 133000 lbs.

and wt. of engine to 181800 lbs. Total length engine and tender 70' 8½". Tender type K with 7500 gal. water, 12 tons coal.

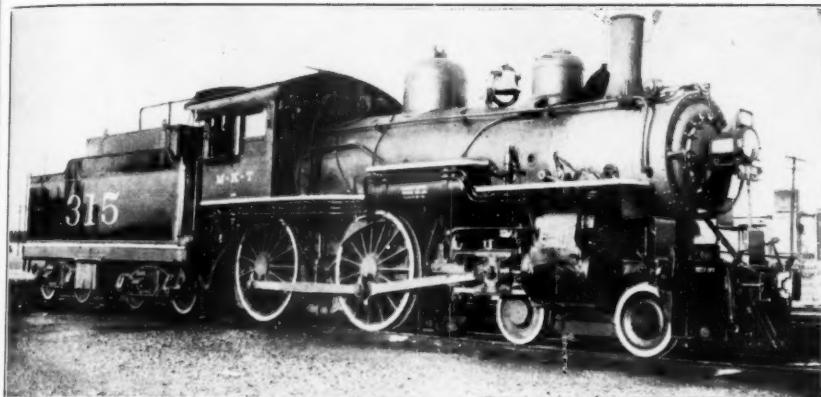
During 1912 to 1920 cylinders on these locomotives were changed to 21x28" giving a tractive power of 29155 lbs. and a rating of 29%. Most of the group were changed back to 20x28" and again back to 21x28" as shown in the chart below:

CYLINDER SIZE

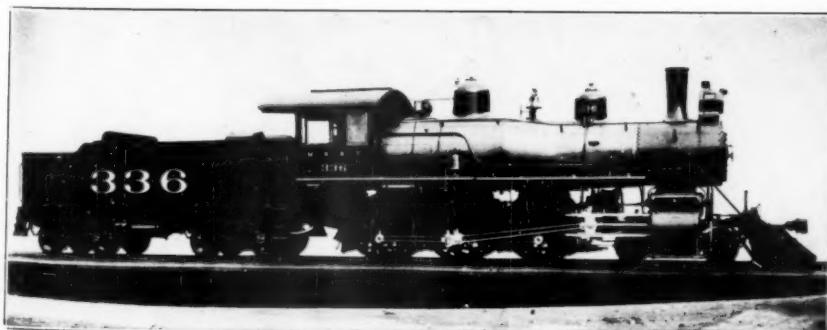
<i>Engine No.</i>	<i>Date</i>	<i>Changed to</i>	<i>Changed to</i>	<i>When Scrapped</i>		
<i>Orig.</i>	<i>Pres.</i>	<i>Built</i>	<i>Orig.</i>	<i>21x28</i>	<i>20x28</i>	<i>21x28</i>
348	268	1909	20x28	1-18 to 7-18	12-22 to 1-24	4-26
349	269	1909	20x28	1-18 to 7-18	12-22 to 1-24	12-25
350	270	1909	20x28	7-16 to 1-17	12-22 to 1-24	6-27
351	271	1909	20x28	7-18 to 4-20	12-22 to 1-24	5-27
352	272	1909	20x28	11-14 to 7-16	12-22 to 1-24	3-27
353	273	1909	20x28	7-16 to 1-17	12-22 to 1-24	20x28
354	274	1909	20x28			12-26
355	275	1909	20x28	1-18 to 7-18	12-22 to 1-24	10-28
356	276	1909	20x28	11-14 to 7-16	12-22 to 1-24	8-29
2nd 40	277	1910	20x28	11-14 to 7-16	12-22 to 1-24	8-25 to 1-27
2nd 55	278	1910	20x28	1-18 to 7-18	12-22 to 1-24	20x28
2nd 56	279	1910	20x28	7-16 to 1-17	12-22 to 1-24	20x28
2nd 58	280	1910	20x28	7-18 to 4-20	12-22 to 1-24	7-27 to 7-28
2nd 61	281	1910	20x28	11-14 to 7-16	12-22 to 1-24	8-25
2nd 62	282	1910	20x28	7-16 to 1-17	12-22 to 1-24	20x28
2nd 66	283	1910	20x28	11-14 to 7-16	12-22 to 1-24	1-27 to 7-27
2nd 67	284	1910	20x28	11-14 to 7-16	12-22 to 1-24	7-27
2nd 70	285	1910	20x28	11-14 to 7-16	12-22 to 1-24	8-28
2nd 80	286	1910	20x28	7-16 to 1-17	12-22 to 1-24	5-25
2nd 85	287	1910	20x28	1-17 to 1-18	12-22 to 1-24	1-27 to 7-27
2nd 86	288	1910	20x28	5-12 to 11-14	12-22 to 1-24	1-25 to 8-25

In 1923, the foregoing locomotives received road class G-8B.

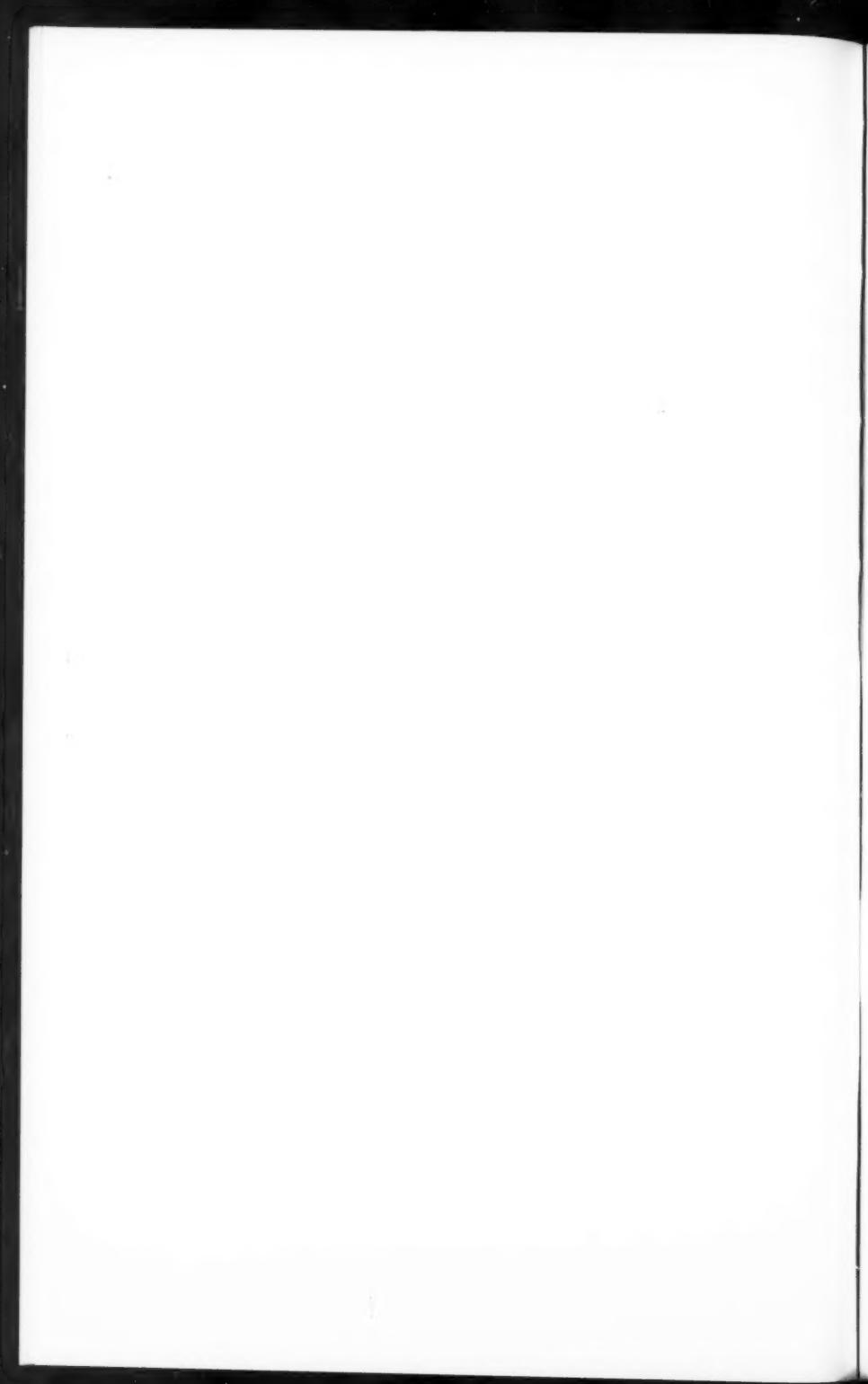
No. 533. This locomotive was originally mogul or 2-6-0 type and was almost demolished in a head-end collision near Ft. Worth, Texas, April 1, 1907. For original dimensions see No. 533 under 2-6-0 type specifications. Rebuilt in 1908 at the Parsons shop to 4-6-0 type and carried road number 533 until renumbered 289 in 1912. Road class F, changed to G-9 in 1923. As rebuilt, dimensions were: Cylinders 20x28"; drivers 64" (centers 56"); wt. on drivers (2 gauges) 128500 lbs.; wt. engine 170500 lbs.; E. & T. 312500 lbs. Steam pressure 200 lbs.; tractive power 29800 lbs. By Nov. 1910, steam pressure lowered to 180 lbs.; tractive power 26780 lbs. and later changed to 185 lbs., tractive effort 28000 lbs. Grate area 46.7 sq. ft.; total heating surface 2703 sq. ft. Total length engine and tender 68' 10½". Standard tank J with 7500 gal. water and 14 tons coal.



—Courtesy of Ralph Graves.
M-K-T #315. Baldwin 1892 (#12671). Orig. M. K. & E. #284. Renumbered 315, Sept. 1912. Rebuilt
1924, new boiler, Richmond #88140-2, piston valves and superheater.
Muskogee, Okla., May, 1940.



M. K. & T. #336. Baldwin 1906 (No. 27093). Class G-6. Passenger Service. Balanced Compound, cyls.
15 & 25x26". Drivers, diam. 62" (inside), 68" (outside). Weights: On driv. 123120 lbs; total engine
172370 lbs.; E. & T. 290000 lbs. Tender capy., 6500 gals. water; 15 tons soft coal; Working pressure 220 lbs.
Engine 336 renumbered 246 in Sept., 1912.



M-K-T LOCOMOTIVES—2-8-0 TYPE

Consolidation—2-8-0 Type

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
2nd 230	656	Baldwin	1894	14078	In service.	
231	601	Baldwin	1892	13128	Dism., Parsons, Kans., Apr. 1923.	
234	602	Baldwin	1893	13403	Sold Hyman-Michaels Co., 7-1924. Scr.	
235	603	Baldwin	1893	13740	Sold Hyman-Michaels, 7-1924. Resold to Equitable Equip. Co., New Orleans, La.	
236	604	Baldwin	1893	13741	Sold Sandy Creek Coal & Mining Co., 10-1913.	
237	605	Baldwin	1893	13745	Sold Hyman-Michaels Co., 7-1924. Resold to Equitable Equipment Co.	
238	606	Baldwin	1893	13752	Sold Hyman-Michaels, 5-1924. Humboldt Yard.	
239	607	Baldwin	1893	13751	Dism., Parsons, March 1923.	
240	657	Baldwin	1894	14079	Dism., Parsons, May 1940.	
241	658	Baldwin	1894	14080	Dism., Parsons, May 1940.	
242	659	Baldwin	1894	14081	In service.	
243	660	Baldwin	1894	14082	In service.	
244	661	Baldwin	1894	14130	Dism., Parsons, May 1940.	
245	662	Baldwin	1894	14131	In service.	
246	663	Baldwin	1895	14297	Dism., Parsons, Nov. 1935.	
247	664	Baldwin	1895	14298	In service.	
248	665	Baldwin	1895	14299	Dism., Parsons, Kans., May 1940.	
249	666	Baldwin	1895	14300	In service.	
250	667	Baldwin	1895	14343	In service.	
251	613	Baldwin	1895	14347	Dism., Parsons, Dec. 1924. Originally a double-cab Wootten firebox type.	
431	608	Baldwin	1900	18072	In service.	
432	614	Baldwin	1900	18103	Sold Hyman-Michaels, 10-1924. Resold to Equitable Equip. Co. Originally double-cab Wootten firebox type.	
433	609	Baldwin	1901	19332	In service.	
434	610	Baldwin	1901	19333	Dism., Waco, Tex., May 1940.	
435	611	Baldwin	1901	19334	Dism., Parsons, Kans., May 1940.	
436	612	Baldwin	1901	19335	Dism., Parsons, Nov. 1935.	
437	615	Baldwin	1901	19391	Sold Hyman-Michaels, 10-1924. Humboldt Yard. Originally double-cab Wootten firebox type.	
*438	671	ALCo-Schen.	1901	25082	Sold L. R. & N., Apr. 1923. Retired 9-1940.	
*439	672	ALCo-Schen.	1901	25083	Sold L. R. & N., Apr. 1923. Retired 9-1940.	
*440	673	ALCo-Schen.	1901	25084	Sold L. R. & N., Apr. 1923. Retired 2-1941.	
*441	674	ALCo-Schen.	1901	25085	Sold L. R. & N., Apr. 1923. Retired 2-1941.	
*442	675	ALCo-Schen.	1901	25086	Sold L. R. & N., Apr. 1923. Retired 10-1940.	
*(Nos. 671-675 carried same road numbers on the LR&N and later on the La. and Ark. All were in service late in 1940.)						
492	668	Baldwin	1902	21326	In service.	
493	669	Baldwin	1902	21327	In service.	
494	670	Baldwin	1902	21389	In service. Originally double-cab Wootten firebox type.	
616	none	ALCo-Schen.	1910	48433	Dism., Parsons, Feb. 1932.	

<i>Engine Numbers</i>	<i>Orig.</i>	<i>2nd Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
617	none	ALCo-Schen.	1910	48436	Dism., Parsons, Feb. 1932.
618	none	ALCo-Schen.	1910	48437	Dism., Parsons, July 1934.
619	none	ALCo-Schen.	1910	48438	Dism., Parsons, Feb. 1932.
620	none	ALCo-Schen.	1910	48439	Dism., Parsons, March 1932.
621	none	ALCo-Schen.	1910	48440	Dism., Parsons, March 1932.
622	none	ALCo-Schen.	1910	48441	In service.
623	none	ALCo-Schen.	1910	48442	Dism., Parsons, Feb. 1932.
624	none	ALCo-Schen.	1910	48443	Dism., Parsons, Feb. 1932.
625	none	ALCo-Schen.	1910	48444	Dism., Parsons, Feb. 1932.
626	none	ALCo-Schen.	1910	48445	Dism., Parsons, May 1934.
627	none	ALCo-Schen.	1910	48446	In service.
628	none	ALCo-Schen.	1910	48447	In service.
629	none	ALCo-Schen.	1910	48448	Dism., Parsons, Dec. 1934.
630	none	ALCo-Schen.	1910	48449	Sold Pittsburg Midway Coal Mining Co., 9-1933. Repurchased 10-25-1942
631	none	ALCo-Schen.	1910	48450	Dism., Parsons, July 1934.
632	none	ALCo-Schen.	1910	48451	Dism., Parsons, March 1932.
633	none	ALCo-Schen.	1910	48452	Dism., Parsons, March 1932.
634	none	ALCo-Schen.	1910	48453	Dism., Parsons, March 1932.
635	none	ALCo-Schen.	1910	48454	In service.
636	none	ALCo-Schen.	1910	48470	Dism., Parsons, March 1932.
637	none	ALCo-Schen.	1910	48471	Dism., Parsons, March 1932.
638	none	ALCo-Schen.	1910	48472	Dism., Parsons, March 1932.
639	none	ALCo-Schen.	1910	48473	Dism., Parsons, March 1932.
640	none	ALCo-Schen.	1910	48474	Dism., Parsons, March 1932.
641	none	ALCo-Schen.	1910	48475	Dism., Parsons, Nov. 1935.
642	none	ALCo-Schen.	1910	48476	Dism., Parsons, March 1932.
643	none	ALCo-Schen.	1910	48477	Dism., Parsons, May 1934.
644	none	ALCo-Schen.	1910	48478	In service.
645	none	ALCo-Schen.	1910	48479	Dism., Parsons, March 1932.
646	none	ALCo-Schen.	1910	48480	Dism., Parsons, March 1932.
647	none	ALCo-Schen.	1910	48481	Dism., Parsons, July 1934.
648	none	ALCo-Schen.	1910	48482	Dism., Parsons, March 1932.
649	none	ALCo-Schen.	1910	48483	Dism., Parsons, March 1932.
650	none	ALCo-Schen.	1910	48484	Dism., Parsons, March 1932.
651	none	ALCo-Schen.	1910	48485	Dism., Parsons, March 1932.
652	none	ALCo-Schen.	1910	48486	Dism., Parsons, March 1932.
653	none	ALCo-Schen.	1910	48487	Dism., Parsons, March 1932.
654	none	ALCo-Schen.	1910	48488	Dism., Parsons, Dec. 1932.
655	none	ALCo-Schen.	1910	48499	Dism., Parsons, July 1934.

Consolidation—2-8-0 Type—Mechanical Specifications

Nos. 230 and 240 to 250. Originally road class P as of 1899; changed to class G-1 in 1903 and to class K-6c in 1923. As class G-1 had rating of 150%. Present rating is 31%. Cylinders 21x26"; drivers 56" (centers 50"); wt. on drivers 143240 lbs.; wt. engine 156640 lbs.; wt. E. & T. 127.7 tons. Steam pressure 180 lbs.; tractive power 31320 lbs. Grate area 32.2 sq. ft.; total heating surface 1730 sq. ft. Total length engine and tender 63' 6½". Tender 4300 gal. water, 20000 lbs. coal. Standard tank D. Slide valves replaced with piston valves and superheater applied in 1924. Stephenson valve gear retained. After superheater applied, total heating surface 1448 sq. ft. and superheater 335 sq. ft.

Nos. 231 and 234 to 239. Originally road class O as of 1899; changed to class G in 1903 with rating of 140% and to K-3 in 1923, rating 28%. As built, these locomotives were equipped with Vauclain compound cylinders which were removed and replaced with simple 20x26" slide valve cylinders in 1904-1905. Dimensions

as compound locomotives were: Cylinders 14" and 24x26"; drivers 56" (centers 50"); wt. on drivers (2 gauges) 134100 lbs.; wt. engine 147600 lbs.; wt. engine and tender 117 tons. Tender 4000 gal. water and 16000 lbs. coal. Steam pressure 190 lbs. Tractive power 28697 lbs. Grate area 25.4 sq. ft.; total heating surface 1784 sq. ft. As rebuilt, wt. on drivers 137600 lbs.; wt. engine 152200 lbs. Steam pressure 180 lbs; tractive power 28400 lbs.

No. 251. Assigned road class P as of 1899, class G-3 with rating of 150% in 1903 and class K-6b with 31% rating in 1923. This was a so-called "Mother Hubbard" type with Wootten firebox but was delivered without a rear cab. In 1897, a rear cab was applied. Dimensions as built were: Cylinders 21x26"; drivers 56" (centers 50"); wt. on drivers (2 gauges) 136600 lbs.; wt. engine 148600 lbs.; wt. of engine and tender 130 tons. Grate area 76 sq. ft.; total heating surface 1869 sq. ft. Steam pressure 180 lbs.; tractive power 31320 lbs. Tender capacity 5000 gal. water and 13 tons coal. In June 1909 No. 251 was rebuilt to conventional single cab type and replacing the original boiler with Baldwin boiler #24246 built May 1904 and from engine 549. This boiler was 22" longer than the original boiler. As rebuilt, wt. on drivers was 146600 lbs.; wt. engine 166800 lbs.; wt. engine and tender 293000 lbs. Grate area changed to 39 sq. ft.; total heating surface 2546 sq. ft. Standard tank F applied; capacity 6000 gal. water and 12 tons coal.

Nos. 431 and 433 to 436. Assigned road class G-6 with 160% rating in 1903. Became class K-6a with 31% rating in 1923. Cylinders 21x26"; drivers 56" (centers 50"); wt. on drivers (2 gauges) 147215 lbs.; wt. engine 161415 lbs.; wt. engine and tender 130 tons. Steam pressure 200 lbs.; tractive power 34800 lbs. Grate area 32 sq. ft.; total heating surface 1978 sq. ft. Tender 4300 gal. water, 10 tons coal. Piston valves and superheater applied in 1925. Superheater 302 sq. ft. and total heating surface changed to 1502 sq. ft.

Nos. 432, 437. Both these engines were identical and similar to No. 251 but were somewhat heavier. Road class G-4, rating 150%, in 1903 and K-6b, 31%, in 1923. Grate area was 76.1 sq. ft. and total heating surface was 2084 sq. ft. Wt. on drivers (2 gauges) 151415 lbs.; wt. engine 166815 lbs.; wt. engine and tender 137 tons. No. 432 was rebuilt in Dec. 1910 to single cab type using Baldwin boiler #22915 built May 1904 and from engine 521. No. 437 was rebuilt to a single cab type in July 1909 using back end and boiler #22937 from engine 523. Both new boilers were 22" longer than the original boilers. Dimensions as rebuilt were same as given above for No. 251. Engines 251, 432 and 437 were never superheated.

Nos. 438 to 442. Assigned road class G-2, rating 155%, as of 1903. In 1923, road class became K-7, rating 33%. Cylinders 20x30"; drivers 60" (centers 54"); wt. on drivers (2 gauges) 144000 lbs.; wt. engine 165500 lbs.; wt. of engine and tender 136.5 tons. Steam pressure 200 lbs.; tractive effort 32300 lbs. Grate area 46.5 sq. ft.; total heating surface 2876 sq. ft. Tender capacity 5200 gal. water, 11 tons coal. Stephenson gear and slide valves. Piston valves and superheater applied during 1912-1916. Superheating surface 528 sq. ft. Total heating surface 2637 sq. ft. Tender, Nos. 439 and 441, 7500 gal. water, 14 tons coal. Others received tender 6000 gal. water, 12 tons coal. Wt. on drivers after rebuilt: 147000 lbs. and wt. of engine 168400. Total heating surface 2637 sq. ft. Total length, Nos. 439 and 441, 69' 1"; others 66' 5 $\frac{1}{2}$ ".

Nos. 492 and 493. Assigned road class G-7, rating 185%, as of 1903. In 1923, assigned road class K-8, rating 41%. Cylinders 22x28"; drivers 56" (centers 50"); wt. on drivers (2 gauges) 156970 lbs.; wt. engine 178170 lbs.; wt. of engine and tender 152 tons. Steam pressure 200 lbs.; tractive power 41140 lbs. Grate area 48.6 sq. ft.; total heating surface 2666 sq. ft. Tender capacity 6000 gal. water, 12 tons coal. Stephenson valve gear and slide valves; piston valves and superheater applied to No. 492 in 1921 and to No. 493 in 1925. Superheating surface 560 sq. ft. with 1940 sq. ft. heating surface. Standard J tank applied; capacity, 7500 gal. water and 14 tons coal.

No. 494. Like Nos. 251, 432 and 437 this was a double-cab wide firebox type but was heavier and more powerful than the others. It was given road class G-5 and rating of 185% in 1903. No. 494 was rebuilt to single cab type at the Parsons shop in 1913 using new back end built in the MK&T shop at Parsons. As No. 670, it received road class K-8, rating 41%, with dimensions similar to those of Nos. 492 and 493, above. As a double-cab locomotive, dimensions were: Cylinders 22x28"; drivers 56" (centers 50"); wt. on drivers (2 gauges) 156500 lbs.; wt. engine 180000 lbs.; wt. of engine and tender 153 tons. Steam pressure 200 lbs.; tractive power 41140 lbs. Grate area 76.28 sq. ft.; total heating surface 2837 sq. ft. Tender capacity 6000 gal. water, 12 tons coal. Length of engine was 38' 0 $\frac{1}{4}$ ". Piston valves and superheater applied in 1925 to same dimensions as for Nos. 492 and 493.

Nos. 616 to 655. Originally road class G; changed to class K-10, rating 47% in 1923. This group underwent extensive changes. As built: Cylinders 22x30"; drivers 61" (centers 54"); wt. on drivers 196500 lbs.; wt. engine 219500 lbs.; wt. of engine and tender 378500 lbs. Steam pressure 200 lbs.; tractive power 40500 lbs. (41%). Grate area 49.5 sq. ft.; total heating surface 3273 sq. ft. Total length engine and tender 71' 7 $\frac{1}{2}$ ". Tender capacity 8300 gal. water and 14 tons coal. Walschaert gear and slide valves, changed to piston valves, with 24x30" cylinders, steam pressure 183 lbs. and tractive power 43900 lbs. (44%). Those finally left in service changed to 195 lbs. steam pressure and 46950 lbs. tractive power (47%). Superheating surface 600 sq. ft. included in total heating surface of 3345.6 sq. ft. Wts. as rebuilt: on drivers 199000 lbs.; total engine 223000 lbs.; engine and tender 382000 lbs. All units of this group left in service are oil burners, with one 8 $\frac{1}{2}$ " cross compound air pump and Alco power reverse gear.

M-K-T LOCOMOTIVES—2-8-2 TYPE

2-8-2 Type—Mikado—Class L-1-a. 57%. Nos. 701 to 740

Cyls. 26 $\frac{1}{2}$ x30". Drivers 61". Working Pressure 195 lbs. Trac. Effort 57250 lbs. Working pressure increased from 185 lbs. All have Walschaert valve gear and 14" piston valves. Superheated. Boiler extended wagon top. Total heating surface 3628 sq. ft. Grate area 57.5 sq. ft. Weights in working order: On drivers 214500 lbs.; total engine 287500 lbs.; tender 168000 lbs.

Nos. 701, 710, 711, 712, 714, 715, 722, 728, 731, 734, 736 and 740 burn coal; tender 14 tons coal; nominal water capacity 8000 gals. Nominal tender capacity for oil burners: water 8000 gals; oil 2990 gals. All built by American Locomotive Co., Schenectady Works, 1913. Coal burners converted to oil. All have 8 $\frac{1}{2}$ " cross compound air pump.

Engine No.	Bldr.	Year	Builder's No.	Final Disposition
701	ALCo	1913	52904	Dismantled, Parsons, May 1940.
702	ALCo	1913	52905	
703	ALCo	1913	52906	
704	ALCo	1913	52907	
705	ALCo	1913	52908	
706	ALCo	1913	52909	
707	ALCo	1913	52910	
708	ALCo	1913	52911	
709	ALCo	1913	52912	
710	ALCo	1913	52913	Dismantled, Parsons, May 1940.
711	ALCo	1913	52914	Dismantled, Parsons, May 1940.
712	ALCo	1913	52915	Dismantled, Parsons, May 1940.
713	ALCo	1913	52916	
714	ALCo	1913	52917	Dismantled, Parsons, May 1940.
715	ALCo	1913	52918	Dismantled, Parsons, May 1940.
716	ALCo	1913	52919	
717	ALCo	1913	52920	
718	ALCo	1913	52921	

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Final Disposition</i>
719	ALCo	1913	52922	
720	ALCo	1913	52923	
721	ALCo	1913	52924	
722	ALCo	1913	52925	Dismantled, Parsons, May 1940.
723	ALCo	1913	52926	
724	ALCo	1913	52927	Dismantled, Waco, May 1940.
725	ALCo	1913	52928	Dismantled, Waco, May 1940.
726	ALCo	1913	52929	
727	ALCo	1913	52930	
728	ALCo	1913	52931	Dismantled, Parsons, May 1940.
729	ALCo	1913	52932	
730	ALCo	1913	52933	
731	ALCo	1913	52934	Dismantled, Parsons, May 1940.
732	ALCo	1913	52935	
733	ALCo	1913	52936	
734	ALCo	1913	52937	
735	ALCo	1913	52938	
736	ALCo	1913	52939	Dismantled, Parsons, May 1940.
737	ALCo	1913	52940	
738	ALCo	1913	52941	
739	ALCo	1913	52942	
740	ALCo	1913	52943	Dismantled, Parsons, May 1940.

Following Class L-1-a, Nos. 741 to 760, were built by American Locomotive Co., Schenectady Works, June 1914.

741	ALCo	1914	54709	
742	ALCo	1914	54710	Dismantled, Waco, May 1940.
743	ALCo	1914	54711	
744	ALCo	1914	54712	
745	ALCo	1914	54713	Dismantled, Parsons, May 1940.
746	ALCo	1914	54714	
747	ALCo	1914	54715	
748	ALCo	1914	54716	
749	ALCo	1914	54717	
750	ALCo	1914	54718	
751	ALCo	1914	54719	Dismantled, Waco, May 1940.
752	ALCo	1914	54720	
753	ALCo	1914	54721	
754	ALCo	1914	54722	
755	ALCo	1914	54723	Dismantled, Parsons, May 1940.
756	ALCo	1914	54724	
757	ALCo	1914	54725	
758	ALCo	1914	54726	
759	ALCo	1914	54727	
760	ALCo	1914	54728	

Following Class L-1-b, Nos. 761 to 770, are essentially the same as Class L-1-a, excepting Baker valve gear instead of Walschaert.

761	ALCo	1914	54729	
762	ALCo	1914	54730	Dismantled, Waco, May 1940.
763	ALCo	1914	54731	
764	ALCo	1914	54732	
765	ALCo	1914	54733	
766	ALCo	1914	54793	
767	ALCo	1914	54794	Dismantled, Parsons, May 1940.
768	ALCo	1914	54795	Dismantled, Waco, May 1940.
769	ALCo	1914	54796	
770	ALCo	1914	54797	

Nos. 761 and 767 burn coal.

2-8-2 Type—Mikado—Class L-2-a. 64%. Nos. 801 to 835

All locomotives of this group were dismantled in 1934. Principal dimensions of the group were:—Cyls. 28x30". Drivers 61". Wt. on drivers 233500 lbs.; wt. total engine 314000 lbs. Working pressure was originally 185 lbs, with 60600 lbs. T. E., later increased to 195 lbs. T. E. 63900 lbs. These engines had a total heating surface of 5429 sq. ft., with 62.8 sq. ft. grate area. Baker valve gear and 14" piston valves. Total length, engine and tender was 79' 3 $\frac{3}{4}$ ". Nominal tender capy. was 8000 gals. water and 14 tons coal. All were built by American Locomotive Co., Schenectady Works, July 1915.

<i>Engine</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Final Disposition</i>
801	ALCo	1915	55165	Dismantled July 1934, Parsons, Kans.
802	ALCo	1915	55166	Dismantled Oct. 1934, Waco, Tex.
803	ALCo	1915	55167	Dismantled June 1934, Parsons.
804	ALCo	1915	55168	Dismantled June 1934, Parsons.
805	ALCo	1915	55169	Dismantled July 1934, Parsons.
806	ALCo	1915	55170	Dismantled June 1934, Parsons.
807	ALCo	1915	55171	Dismantled Sept. 1934, Waco.
808	ALCo	1915	55172	Dismantled Sept. 1934, Waco.
809	ALCo	1915	55173	Dismantled Sept. 1934, Waco.
810	ALCo	1915	55174	Dismantled June 1934, Parsons.
811	ALCo	1915	55175	Dismantled Sept. 1934, Waco.
812	ALCo	1915	55176	Dismantled June 1934, Parsons.
813	ALCo	1915	55177	Dismantled Oct. 1934, Waco.
814	ALCo	1915	55178	Dismantled July 1934, Parsons.
815	ALCo	1915	55179	Dismantled June 1934, Parsons.
816	ALCo	1915	55180	Dismantled Oct. 1934, Waco.
817	ALCo	1915	55181	Dismantled June 1934, Parsons.
818	ALCo	1915	55182	Dismantled Sept. 1934, Waco.
819	ALCo	1915	55183	Dismantled June 1934, Parsons.
820	ALCo	1915	55184	Dismantled Sept. 1934, Waco.
821	ALCo	1915	55185	Dismantled Oct. 1934, Waco.
822	ALCo	1915	55186	Dismantled Oct. 1934, Waco.
823	ALCo	1915	55187	Dismantled Oct. 1934, Waco.
824	ALCo	1915	65188	Dismantled Oct. 1934, Waco.
825	ALCo	1915	65189	Dismantled June 1934, Parsons.
826	ALCo	1915	65190	Dismantled June 1934, Parsons.
827	ALCo	1915	65191	Dismantled Oct. 1934, Waco.
828	ALCo	1915	65192	Dismantled June 1934, Parsons.
829	ALCo	1915	65193	Dismantled June 1934, Parsons.
830	ALCo	1915	65194	Dismantled Oct. 1934, Waco.
831	ALCo	1915	65195	Dismantled Sept. 1934, Waco.
832	ALCo	1915	65196	Dismantled Sept. 1934, Waco.
833	ALCo	1915	65197	Dismantled Oct. 1934, Waco.
834	ALCo	1915	65198	Dismantled June 1934, Parsons.
835	ALCo	1915	65199	Dismantled Oct. 1934, Waco.

2-8-2 Type—Mikado—Class L-2-b. 64%. Nos. 836 to 860

Cyls. 28x30". Drivers 61". Working Pressure 195 lbs (increased from 185 lbs.). Tractive Effort 63900 lbs. All units burn oil. Boiler extended wagon top. Total heating surface 5291 sq. ft. Weights in working order:—On drivers 234000 lbs.; total engine 315000 lbs.; engine and tender 509800 lbs. Walschaert valve gear with 14" piston valves. Grate area 70.4 sq. ft. ALCo power reverse gear applied to these engines by Katy. Following had tender booster:—Nos. 833 (Bethlehem), 854 (Franklin), 855 to 860 (Bethlehem). Total weight, engine and tender, of these locomotives is 530800 lbs. Boosters since removed and scrapped. Nominal tender capacity:—water 10000 gals.; oil 4000 gals. All have one 8 $\frac{1}{2}$ " cross-compound air compressor. All built by American Locomotive Co., Schenectady Works, Oct. 1918.

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Final Disposition</i>
836	ALCo	1918	59915	
837	ALCo	1918	59916	
838	ALCo	1918	59917	
839	ALCo	1918	59918	
840	ALCo	1918	59919	
841	ALCo	1918	59920	Dismantled May 1940, Parsons.
842	ALCo	1918	59921	
843	ALCo	1918	59922	
844	ALCo	1918	59923	
845	ALCo	1918	59924	
846	ALCo	1918	59925	
847	ALCo	1918	59926	
848	ALCo	1918	59927	
849	ALCo	1918	59928	
850	ALCo	1918	59929	
851	ALCo	1918	59930	
852	ALCo	1918	59931	
853	ALCo	1918	59932	
854	ALCo	1918	59933	
855	ALCo	1918	59934	
856	ALCo	1918	59935	
857	ALCo	1918	59936	
858	ALCo	1918	59937	Dismantled May 1940, Parsons.
859	ALCo	1918	59938	
860	ALCo	1918	59939	

2-8-2 Type—Mikado—Class L-2-c. 64%. Nos. 861 to 880

Dimensions same as Class L-2-b with following changes:—Wt. total engine 324000 lbs.; total engine and tender 516600 lbs. All have ALCo power reverse gear and trailer booster. Tractive Effort, with booster, is 75025 lbs. All built by Lima Locomotive Co., Inc., Lima, Ohio, 1920.

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Final Disposition</i>
861	Lima	1920	5940	
862	Lima	1920	5941	
863	Lima	1920	5942	
864	Lima	1920	5943	
865	Lima	1920	5944	
866	Lima	1920	5945	
867	Lima	1920	5946	
868	Lima	1920	5947	Dismantled May 1940, Parsons.
869	Lima	1920	5948	
870	Lima	1920	5949	
871	Lima	1920	5950	
872	Lima	1920	5951	
873	Lima	1920	5952	
874	Lima	1920	5953	
875	Lima	1920	5954	
876	Lima	1920	5955	
877	Lima	1920	5956	
878	Lima	1920	5957	
879	Lima	1920	5958	
880	Lima	1920	5959	

2-8-2 Type—Mikado—Class L-2-d Nos. 881 to 920. 64%

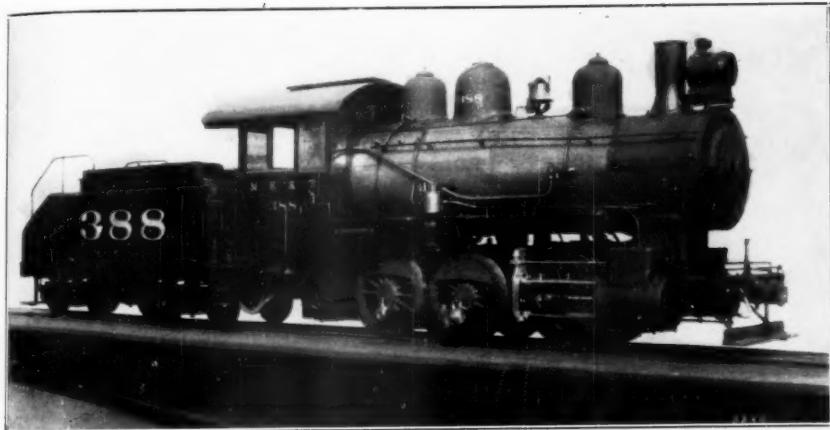
Dimensions similar to Class L-2-c excepting wt. on drivers is 239500 lbs. and total wt. engine and tender is 517800 lbs. All are equipped with trailer booster. Tractive Effort, with booster, 75025 lbs. All have Walschaert valve gear. All have ALCo power reverse gear. All burn oil. Tender capy.:—Water 10000 gals.; Oil 4000 gals. or 17 to 19½ tons coal. All built by Lima Locomotive Co., Inc., Lima, Ohio, 1923.

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Remarks</i>
881	Lima	1923	6437	
882	Lima	1923	6438	
883	Lima	1923	6439	
884	Lima	1923	6440	Dismantled July 1939, Parsons.
885	Lima	1923	6441	
886	Lima	1923	6442	
887	Lima	1923	6443	
888	Lima	1923	6444	
889	Lima	1923	6445	
890	Lima	1923	6446	Dismantled July 1939, Parsons.
891	Lima	1923	6447	
892	Lima	1923	6448	
893	Lima	1923	6449	
894	Lima	1923	6450	
895	Lima	1923	6451	
896	Lima	1923	6452	
897	Lima	1923	6453	
898	Lima	1923	6454	
899	Lima	1923	6455	
900	Lima	1923	6456	
901	Lima	1923	6457	
902	Lima	1923	6458	
903	Lima	1923	6459	
904	Lima	1923	6460	
905	Lima	1923	6461	
906	Lima	1923	6462	
907	Lima	1923	6463	
908	Lima	1923	6464	
909	Lima	1923	6465	
910	Lima	1923	6466	
911	Lima	1923	6467	
912	Lima	1923	6468	
913	Lima	1923	6469	
914	Lima	1923	6470	
915	Lima	1923	6471	
916	Lima	1923	6472	
917	Lima	1923	6473	
918	Lima	1923	6474	
919	Lima	1923	6475	
920	Lima	1923	6476	

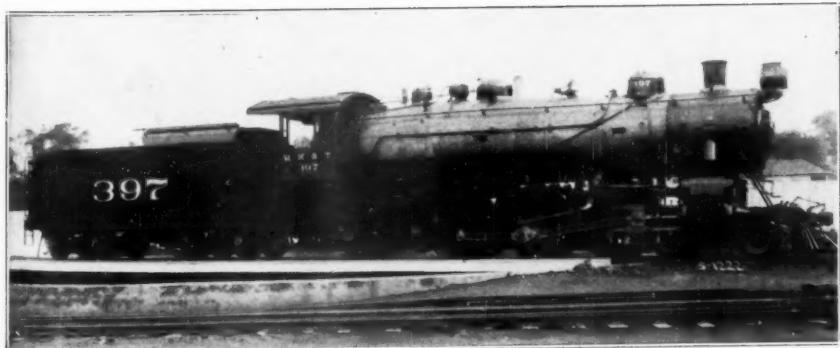
M-K-T LOCOMOTIVES—4-6-2 TYPE

4-6-2 Type—Pacific—Class H-1. 33%. Nos. 357 to 366

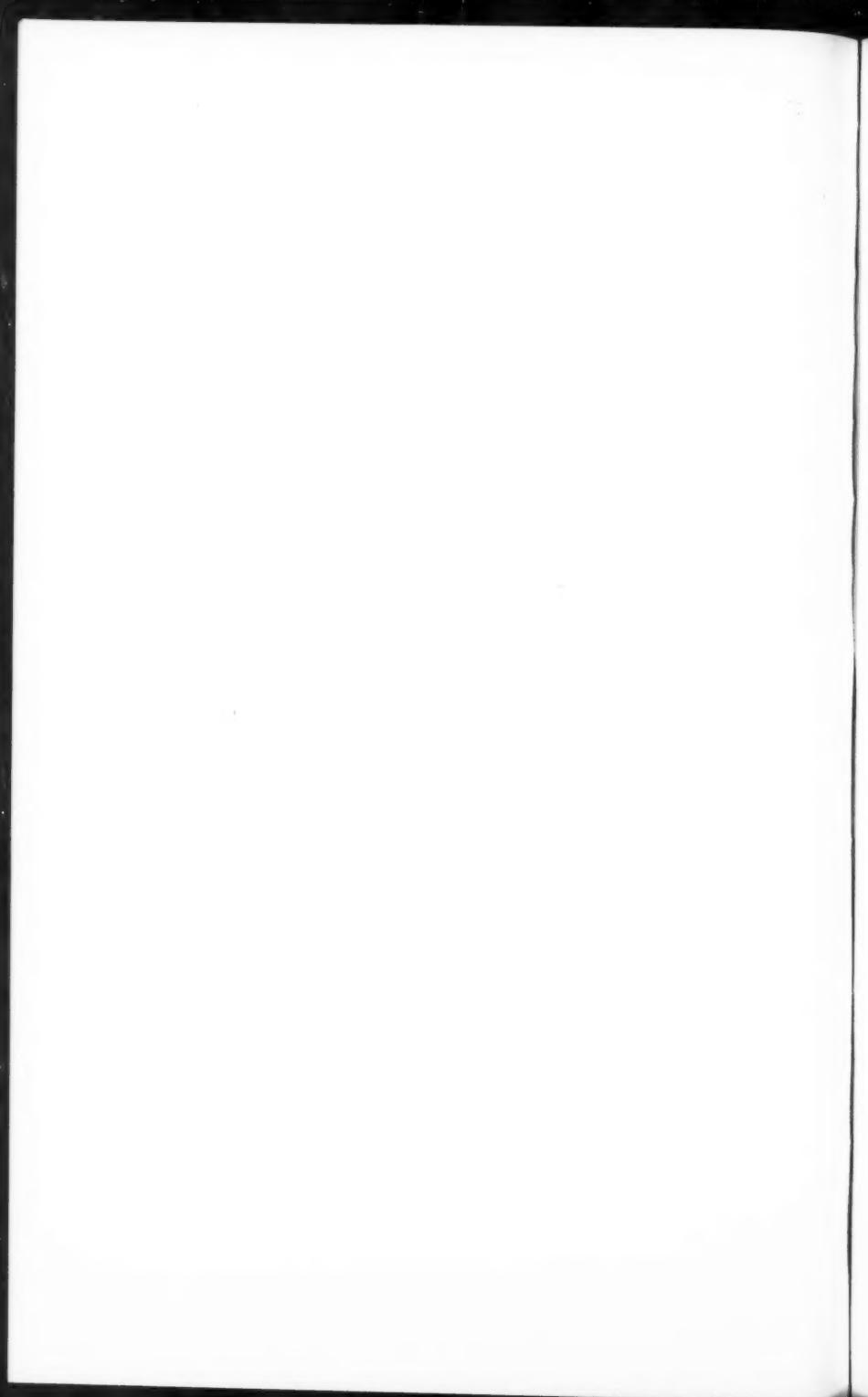
Cyls. 22x28". Drivers 73". Working pressure 210 lbs. Trac. Effort 33150 lbs. All burn oil. Boiler extended wagon top. Superheaters applied by M-K-T Ry. Weights in working order:—On drivers 147,000 lbs.; total engine 242,000 lbs. Tender



M. K. & T. #388, Baldwin, Sept. 1906 #29055. Later #27.



M. K. & T. #397, Schenectady 1907. Class H-3-b.



158,000 lbs. Total heating surface 2977 sq. ft. Grate area 49.5 sq. ft. All have Walschaert valve gear and piston valves. Valves 14"; 6" travel. Tender capy. water 8000 gals., oil 3661 gals. or coal 14 tons. All built by American Locomotive Co., Schenectady Works, 1910. Total length 68' 3"; wheel base engine 33' 4".

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Super-Heated</i>	
357	ALCo	1910	48425	6-1914	Dismantled, Parsons, May 1940.
358	ALCo	1910	48426	8-1914	
*359	ALCo	1910	48427	3-1914	
360	ALCo	1910	48428	11-1913	
361	ALCo	1910	48429	6-1913	
362	ALCo	1910	48430	5-1914	Dismantled, Parsons, May 1940.
363	ALCo	1910	48431	12-1913	
364	ALCo	1910	48432	10-1914	
365	ALCo	1910	48433	8-1914	
366	ALCo	1910	48434	6-1914	

* Engine 359 rebuilt in May 1933 with 24x28" cyls. Steam pressure reduced to 200 lbs. Tractive Effort 37550 lbs. ALCo power reverse gear applied.

Working pressure of Nos. 357, 358, 360 to 366 raised from 200 lbs. to 210 lbs. during 1927-1928. All have one 8½" cross-compound air pump and ALCo power reverse gear.

During 1942, several Class H-1 engines had 24-inch cylinders applied and boiler pressure reduced to 200 lbs., with tractive effort of 37,550 lbs., as follows:—(changed at Parsons shop)

No. 360 changed Oct., 1942.

No. 361 changed May, 1942.

Nos. 364 and 366 changed Dec., 1942.

All engines given 24x28" cylinders in 1942. Class H-1 engines same as #359.

4-6-2 Type—Pacific—Class H-2-a. 38%. Nos. 350 to 356

Cyls. 24x28". Drivers 73". Working Pressure 200 lbs. Trac. Effort 37550 lbs. All burn oil. Boiler extended wagon top. All are superheated. Weights in working order:—On drivers 147,000 lbs.; total engine 242,000 lbs. Tender 158,000 lbs. Total heating surface, 2947 sq. ft. Grate area 49.5 sq. ft. All have Walschaert valve gear and piston valves. Valves are 14" diam. Tender capy. 8000 gals. water; 3661 gals. oil or 12 tons coal. All built by American Locomotive Co., Schenectady Works, 1911. This group renumbered as of Sept. 9, 1912. Total length 68' 3"; wheel base engine 33' 6".

<i>Eng. Numbers</i>	<i>Orig.</i>	<i>2nd</i>	<i>Builder</i>	<i>Year</i>	<i>Builder's No.</i>	
2nd 88	350	ALCo	1911	50188		
2nd 97	351	ALCo	1911	50189		Dismantled, Parsons, 7-1926.
2nd 99	352	ALCo	1911	50190		
2nd 101	353	ALCo	1911	50191		
2nd 148	354	ALCo	1911	50192		
2nd 261	355	ALCo	1911	50193		
3rd 287	356	ALCo	1911	50194		

All had working pressure increased from 175 lbs. to 200 lbs. All equipped with ALCo power reverse gear and have one 8½" cross-compound air pump.

4-6-2 Type—Pacific—Class H-2-b. 38%. Nos. 367 to 376

Cyls. 24x28". Drivers 73". Working pressure 200 lbs. Trac. Effort 37550 lbs. All burn oil. Boiler extended wagon top. All are superheated. Weights in working order:—On drivers 155,000 lbs.; total engine 254,000 lbs. Tender 159,500 lbs. Total

heating surface 3280 sq. ft. Grate area 49.5 sq. ft. All have Walschaert valve gear and piston valves. 14" diam.; 6½" travel. Tender capy. 8000 gals. water; 3661 gals. oil or 14 tons coal. All built by American Locomotive Co., Schenectady Works, 1912. All equipped with ALCO power reverse gear excepting engines 369 and 370. Length and wheelbase same as Class H-2-a.

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>
367	ALCo	1912	51871
368	ALCo	1912	51872
369	ALCo	1912	51873
370	ALCo	1912	51874
371	ALCo	1912	51875
372	ALCo	1912	51876
373	ALCo	1912	51877
374	ALCo	1912	51878
375	ALCo	1912	51879
376	ALCo	1912	51880

All have one 8½" cross-compound air pump.

4-6-2 Type—Pacific—Class H-3-a. 43%. Nos. 377 to 388

Cyls. 25x28". Drivers 73". Working pressure 210 lbs. Trac. effort 42750 lbs. All burn oil. All have ALCo power reverse gear. Nos. 377, 385, 387 have Walschaert valve gear; others have Baker gear. Boiler extended wagon top. All are super-heated. Piston valves: 14" diam.; 7¾" travel. Weights in working order:—On drivers 165,000 lbs.; total engine 272,000 lbs.; Tender 263,000 lbs. Total heating surface 3824 sq. ft. Grate area 57.5 sq. ft. Tender capy. 12,600 gals. water; 4850 gals. oil. Six-wheel tender trucks. All built by American Locomotive Co., Schenectady Works, 1915-1916. Total length 76' 9¾"; wheel base engine 35' 3".

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>
377	ALCo	1915	55158
378	ALCo	1915	55159
379	ALCo	1915	55160
380	ALCo	1915	55161
381	ALCo	1915	55162
382	ALCo	1915	55163
383	ALCo	1915	55164
384	ALCo	1916	55690
385	ALCo	1916	55691
386	ALCo	1916	55692
*387	ALCo	1916	55693
388	ALCo	1916	55694

All have one 8½" cross-compound pump.

* No. 387 demolished in collision with No. 413 at Boughner, Mo., in Dec., 1941, and scrapped at Parsons on March 31, 1942.

4-6-2 Type—Pacific—Class H-3-b. 43%. Nos. 389 to 398

Dimensions substantially the same as those of Class H-3-a. Tender capy. is 8000 gals. water and 4000 gals. oil. Nos. 390, 391, 393 and 395 have 10,000 gals. water and 4,000 gals. oil. #398 has 12,600 gals. water, 4,800 gals. oil. Wt. of tender in working order is 160,400 lbs. Valve gear is Walschaert. All have ALCo power reverse gear excepting engine 393. All have one 8½" cross-compound air compressors; 14" piston valves with 6½" travel. All built by American Locomotive Co., Schenectady Works, 1917. Total length 78' 11 ¾". Wheel base 34' 4" (engine).

gear
gals.
works,
370.

<i>Engine</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>
389	ALCo	1917	57531
390	ALCo	1917	57532
391	ALCo	1917	57533
392	ALCo	1917	57534
393	ALCo	1917	57535
394	ALCo	1917	57536
395	ALCo	1917	57537
396	ALCo	1917	57538
397	ALCo	1917	57539
398	ALCo	1917	57540

4-6-2 Type—Pacific—Class H-3-c. 43%. Nos. 399 to 408

Dimensions substantially the same as Class H-3-b. Tender weighs 198600 lbs. in working order; capy. 10,000 gals. water and 4,000 gals. oil. Wt. total engine is 270,000 lbs. Total length 81' 0". All have ALCo power reverse gear. Valve motion is Walschaert. All have one 8½" cross-compound air pumps. Built by Lima Locomotive Co., Inc., Lima, Ohio, 1920.

<i>Engine</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>
399	Lima	1920	5960
400	Lima	1920	5961
401	Lima	1920	5962
402	Lima	1920	5963
403	Lima	1920	5964
404	Lima	1920	5965
405	Lima	1920	5966
406	Lima	1920	5967
407	Lima	1920	5968
408	Lima	1920	5969

4-6-2 Type—Pacific—Class H-3-d. 43%. Nos. 409 to 413

Dimensions same as those of Class H-3-c excepting wt. Total engine in working order is 271000 lbs. and tender is 201500 lbs. Engines 409 and 410 equipped with trailer booster; tractive effort with booster cut in is 53050 lbs. and wt. on drivers is 165000 lbs. T. E. without booster is 42750 lbs. Wheel base engine 35' 3". Built by Lima Locomotive Co., Inc., Lima, Ohio, 1923.

<i>Engine</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's No.</i>	
409	Lima	1923	6477	Booster removed and scrapped.
410	Lima	1923	6478	Booster removed and scrapped.
411	Lima	1923	6479	
412	Lima	1923	6480	
*413	Lima	1923	6481	

* No. 413 demolished in collision with No. 387 at Boughner, Mo., in Dec. 1941, and scrapped at Parsons in March, 1942.

M-K-T LOCOMOTIVES—0-4-0 TYPE

0-4-0 Type—Switch—Saddle-tank Except as Indicated

Engine Numbers				Year	Builder's	Final Disposition and Remarks
Orig.	2nd	3rd	Builder	Built	Number	
1st 1			Hinkley	??	Unknown	Bought second-hand 1868. Scrapped 1873.
3rd 1	39	2	Baldwin	1874	Unknown	Purchased in used condition in 1879. Renumb. 39. (2nd #39) Jan. 1897; renumb. 2nd #2 9-9-1912; Dism. Parsons, Nov. 1917.
40			Grant	1871	Unknown	Dismantled 1908.
41			Grant	1871	Unknown	Dismantled Nov. 1910.
47	10	1	Grant	1874	Unknown	Renumb. 10 March 1893; renumb. 4th #1 9-9-12. Scrapped Smithville, Tex., July 1913, but still carried her old #10.
2nd 78			Baldwin	1874	Unknown	Purchased in used condition. Scrapped 3-10-96.
2nd 90			Cooke	1917	55804	Dism., Parsons, Dec. 1936. (Narrow-gauge).
2nd 91			Montreal	1917	55934	Dism., Parsons, July 1936. (Narrow-gauge).
2nd 92			Davenport	1917	1627	In service. (Narrow-gauge).
3rd 93			Davenport	1922	1924	In service. (Narrow-gauge).
2nd 95			Lima	1912	1118	Dism., Parsons, Dec. 1936. (Narrow gauge).
149			Grant	1870	Unknown	Disposed of in 1900. Purchased 2nd hand, 1885.

Mechanical Specifications

1st No. 1. No records exist describing this locomotive.

2nd No. 1. This was originally a saddle-tank locomotive with 14x24" cylinders. It received a new firebox in 1896 and a 1000 gal. tender tank in Jan. 1897, and saddle tank repaired. Cylinders were changed to 16x22" between 1890 and 1896. Drivers 50" (centers 44"). Steam pressure 140 lbs. Tractive power 13400 lbs. Grate area 10.4 sq. ft. Total heating surface 620 sq. ft. Tender 4 tons coal. Saddle-tank 1000 gal. water; tender 1000 gal. water; total 2000 gal. Wt. engine 58000 lbs.; wt. tender loaded 29000 lbs. Total length engine and tender 39' 6 $\frac{1}{8}$ ".

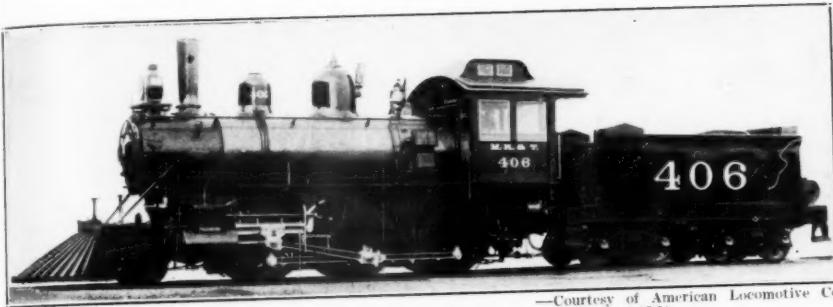
Nos. 40, 41 and 47. Dimensions according to blueprint of 1905. Cylinders 13x22"; drivers 50" (centers 44"). Steam pressure 130 lbs.; tractive power 8180 lbs. Wt. engine 58000 lbs. Total length 21' 9 $\frac{1}{8}$ ". Capacity saddle-tank 1500 gal. water. Grate area 1024 sq. ft. Total heating surface 620 sq. ft. Equipped with small tender which was retained until scrapped.

No. 78. Cylinders 16x22"; drivers 50" (centers 44"); weight 57000 lbs. No other data available.

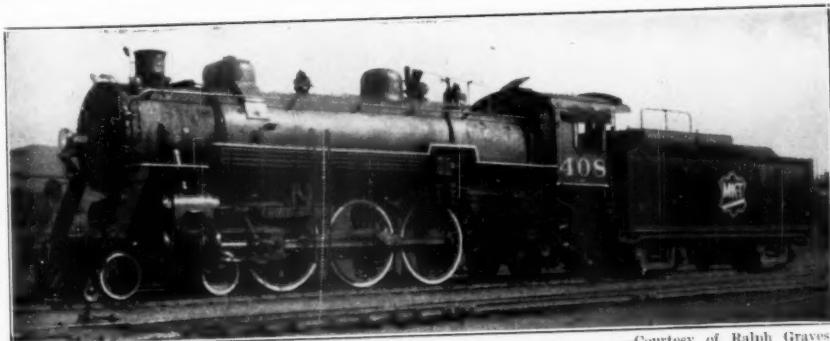
Nos. 90 and 91. Track gauge 3 feet. Used at Chockie Crusher, Rich, Okla. Cylinders 9x14"; drivers (centers) 27"; steam pressure 175 lbs.; tractive power 6250 lbs. Wt. 28700 lbs. Total length 19' 1". Grate area 5.5 sq. ft. Heating surface 217.5 sq. ft. total. Fuel capacity 400 lbs. coal; saddle-tank 600 gal. water. These two engines assigned road class "A".

Nos. 92 and 93. Track gauge 2 feet.

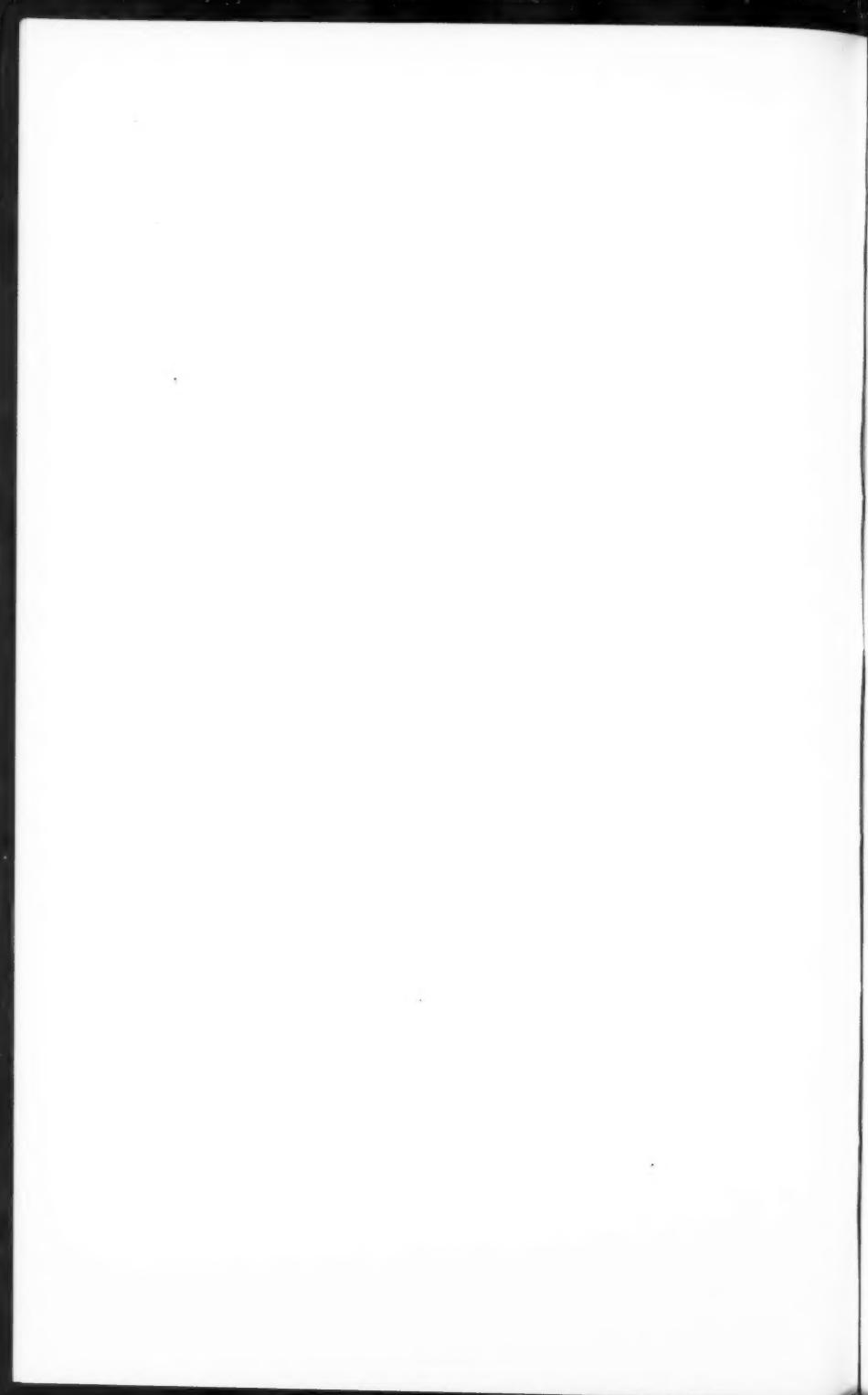
Engine No. 92. Cylinders 10x16"; drivers (centers 29"). Steam pressure 165 lbs.; tractive power 7700 lbs. Wt. 38000 lbs. Total length 20' 1". Grate area 9 sq. ft.; total heating surface 372 sq. ft. Fuel capacity 140 gal. oil; water 750 gals.



—Courtesy of American Locomotive Co.
M. K. & T. #406, Richmond, 1899. Renumbered 189 (1912).



—Courtesy of Ralph Graves.
Missouri-Kansas-Texas Ry. #408. Lima 1920 #5969, Muskogee, Okla. Class H-3-a.



Engine No. 93. Cylinders 11x16"; drivers (centers) 29". Steam pressure 170 lbs.; tractive power 9650 lbs. Wt. 42000 lbs. Total length 19' 4". Grate area 9.22 sq. ft. Total heating surface 392 sq. ft. Fuel capacity 160 gal. oil; water 850 gals.
Engine No. 95. Track gauge 3 feet. Cylinders 10x16"; drivers (centers) 30"; wt. 38900 lbs. Steam pressure 160 lbs.; tractive power 7250 lbs.
Engine No. 149. Cylinders 15x22" drivers (centers) 45". Wt. 42000 lbs. No other data available.

M-K-T LOCOMOTIVES—0-6-0 TYPE

Six-Wheel Switch—Side-tank Type. 16%. Engine No. 3

Engine Numbers				Builder's	Final Disposition
Orig.	2nd	Builder	Year	No.	
2nd 43	3	Grant	1871	Unknown	Sold Houston & Brazos Valley Ry., Oct. 1913.

Cyls. 17x22"; drivers 46"; wt. of engine 68,600 lbs.; steam 140 lbs.; T. E. 16,400 lbs. Originally built with tender; in 1912 tender removed, side tanks of 1000 gal. total capy. applied and coal box added to cab. Small 10-foot tender added later, with capy. 1000 gal. water and 4 tons coal. In Sept. 1893, received cutaway tank from eng. 143; in August 1904 recd. tank from eng. 40. Side tanks applied June 1905. This engine is believed to have been the original #43, a 4-4-0 type, which blew up in 1882 and was rebuilt to 0-6-0 type in 1886. Renumbered 2nd #3, 9-9-1912.

Six-Wheel Switch—Class B-1. 29%. Nos. 2nd 5 to 13. (Renumbered 9-9-1912)

Cyls. 19x26"; drivers 50"; wt. of engine 141,200 lbs.; steam 180 lbs.; T. E. 28,700 lbs. Grate area 28.6 sq. ft.; total heating surface 1666.5 sq. ft. Total length, E. & T., 56' 10 1/4". Tender capy. 5600 gals. water, 8 tons coal. Stephenson gear, slide valves. Piston valves applied later, when superheated.

Engine Numbers				Builder's	Final Disposition
Orig.	2nd	Builder	Year	No.	
2nd 38	5	Baldwin	1911	36769	
2nd 41	6	Baldwin	1911	36770	Dism., Parsons, March 1932.
3rd 46	7	Baldwin	1911	36771	Dism., Parsons, Feb. 1932.
2nd 50	8	Baldwin	1911	36772	Dism., Parsons, July 1934.
2nd 51	9	Baldwin	1911	36798	Dism., Parsons, Feb. 1932.
2nd 53	10	Baldwin	1911	36799	
2nd 77	11	Baldwin	1911	36800	Dism., Parsons, March 1932.
2nd 83	12	Baldwin	1911	36801	Dism., Parsons, Feb. 1932.
2nd 84	13	Baldwin	1911	36802	

Six-Wheel Switch—17%. Engine No. 4

Cyls. 17x24"; drivers 50"; wt. of engine 67,000 lbs.; steam 140 lbs.; T. E. 16,500 lbs. Total length E. & T. 50' 4 1/2"; grate area 17.0 sq. ft.; total heating surface, 899 sq. ft. Tender capy. 1700 gals. water, 4 tons coal.

Engine Numbers				Builder's	Final Disposition
Orig.	2nd	Builder	Year	No.	
90	2nd 4	Baldwin	1880	5070	Renumbered 2nd #4 on 9-9-1912; dism. at Denison, Texas, Oct. 1916.
91	—	Baldwin	1880	5276	Dism., Parsons, June 1912.

(The following locomotives renumbered on 9-9-1912)

Six-Wheel Switch. Class B-2. 30%. Nos. 14 to 23

Cyls. 20½x26" (rebuilt 21x26"). Drivers 57". Wt. of engine 145,600 lbs.; E. & T. 254,600 lbs. Steam 180 lbs. T. E. 30,000 lbs. Grate Area 31.15 sq. ft. Total heating surface 2139.3 sq. ft. Total length E. & T. 58' 1½". Tender capy. 5600 Gals. water, 8 tons coal. Superheated. Built by American Locomotive Co., Schenectady Works.

Engine Numbers	Orig.	2nd	Builder	Builder's No.	Year	Final Disposition
375	14	ALCo	29776	1904		
376	15	ALCo	29777	1904		
377	16	ALCo	29778	1904		
378	17	ALCo	29779	1904		
379	18	ALCo	29780	1904		
380	19	ALCo	29781	1904	Dism., Parsons, Feb. 1932.	
381	20	ALCo	29782	1904		
382	21	ALCo	29783	1904		
383	22	ALCo	29784	1904		
384	23	ALCo	29785	1904		

Following class B-2 engines same as above excepting wt. of engine is 148,000 lbs. and E. & T. is 257,400 lbs. Nos. 24 to 28, built by Baldwin.

385	24	Baldwin	29052	1906	
386	25	Baldwin	29053	1906	
387	26	Baldwin	29054	1906	Dism., Parsons, May 1940.
388	27	Baldwin	29055	1906	
389	28	Baldwin	29056	1906	

Following Class B-2 engines, Nos. 29 to 38, same as Nos. 14 to 23. Built by American Locomotive Co., Manchester Works.

390	29	ALCo	48460	1910	Dism., Parsons, July 1934.
391	30	ALCo	48461	1910	Dism., Parsons, May 1934.
392	31	ALCo	48462	1910	
393	32	ALCo	48463	1910	
394	33	ALCo	48464	1910	
395	34	ALCo	48465	1910	
396	35	ALCo	48466	1910	
397	36	ALCo	48467	1910	
398	37	ALCo	48468	1910	
399	38	ALCo	48469	1910	Dism., Parsons, July 1934.

M-K-T LOCOMOTIVES—0-8-0 TYPE

0-8-0 Type—8-Wheel Switch—Class C-1-a. 54%. Nos. 39 to 58

Built at Lima Locomotive Works, Lima, Ohio, 1920. Cyls. 25x28"; Drivers 51"; Boiler Pressure 185 lbs.; Tractive Effort 53950 lbs. Ragonnet power reverse, Baker valve gear and piston valves, 14" with 6" travel. Oil-burning; Nos. 39, 42, 45-48, 50, 52 and 55. Coal-burning; Nos. 40, 41, 43, 44, 49, 51, 53-54, 56-58. Straight boiler. Total heating surface 2,759 sq. ft. Superheated. Weights in working order: On drivers, 214,000 lbs. (coal), 212,300 lbs. (oil). Total engine and tender: 373,000 (coal), 371,300 (oil). Total length, engine and tender: 69 feet, 1½ inch. Wheelbase engine 15'. Ragonnet power reverse gear. Grate area 47 sq. ft. Tender capy., 8300 gals. water, 1900 gals. oil or 13 tons coal. Nos. 52 and 55 converted to burn oil.

<i>Engine</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's</i>
<i>No.</i>		<i>Built</i>	<i>No.</i>
39	Lima	1920	5930
40	Lima	1920	5931
41	Lima	1920	5932
42	Lima	1920	5933
43	Lima	1920	5934
44	Lima	1920	5935
45	Lima	1920	5936
46	Lima	1920	5937
47	Lima	1920	5938
48	Lima	1920	5939
49	Lima	1920	5970
50	Lima	1920	5971
51	Lima	1920	5972
52	Lima	1920	5973
53	Lima	1920	5974
54	Lima	1920	5975
55	Lima	1920	5976
56	Lima	1920	5977
57	Lima	1920	5978
58	Lima	1920	5979

All changed from 175 lbs. to 185 lbs. working pressure.

All have one $8\frac{1}{2}$ " cross-compound air pump excepting No. 47 which has one 11 " pump.

No. 42 is third locomotive to carry this number; others are second locomotives to carry their respective numbers.

0-8-0 Type—8-Wheel Switch—Class C-1-b. 54%. Nos. 59 to 68

Cyls. 25×28 ". Drivers 51 ". Boiler pressure 185 lbs. Tractive Effort 53950 lbs. All have ALCo power reverse gear, Walschaert valve gear, piston valves. Oil-burning:—Nos. 59 and 63; others coal-burning. 14 " valve, $6\frac{1}{2}$ " travel. Straight boiler. Total heating surface 2761 sq. ft. Superheated. Weights in working order: On drivers, 214,000 lbs. (coal), 212,300 lbs. (oil). Total engine and tender, 373,000 lbs. (coal), 371,300 lbs. (oil). Total length, engine and tender, 68 ft., $5\frac{1}{2}$ in. Grate area 47 sq. ft. Tender capy., 8300 gals. water, 1900 gals. oil, or 13 tons coal. All built by American Locomotive Company, Richmond Works, 1923.

<i>Engine</i>	<i>Bldr.</i>	<i>Year</i>	<i>Builder's</i>
<i>No.</i>		<i>Built</i>	<i>No.</i>
59	ALCo	1923	63813
60	ALCo	1923	63814
61	ALCo	1923	63815
62	ALCo	1923	63816
63	ALCo	1923	63817
64	ALCo	1923	63818
65	ALCo	1923	63819
66	ALCo	1923	63820
67	ALCo	1923	63821
68	ALCo	1923	63822

Working pressure formerly 175 lbs.; all changed to 185 lbs.

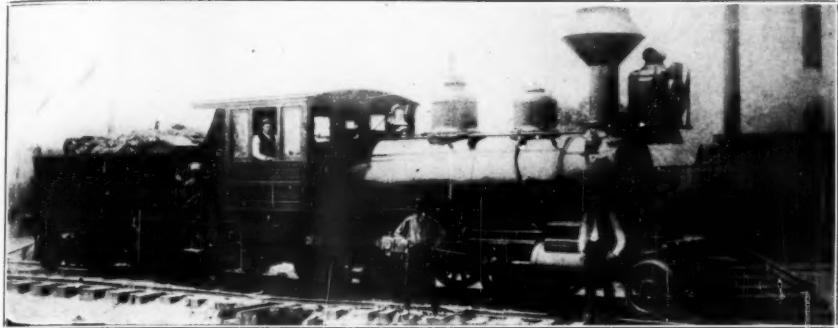
All have one $8\frac{1}{2}$ " cross-compound air pump.

0-8-0 Type. 8-Wheel Switch—Class C-2-a. 63%. Nos. 101 to 110

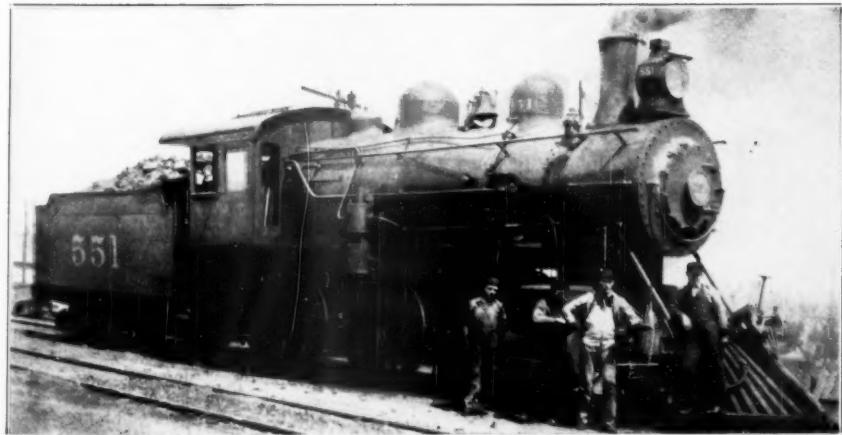
Cyls. 26x28". Drivers 51". Boiler pressure 200 lbs. Tractive effort 63100 lbs. All have Ragonnet power reverse gear, Baker valve gear and piston valves. All are oil-burning. Tender capy. 8000 gals water, 2500 gals. oil. Straight boiler. Total heating surface 3170 sq. ft. Superheated. Weights in working order:—On drivers 244,000 lbs.; tender 158,800 lbs. Total length engine and tender: 69 ft. 3 $\frac{1}{8}$ in. 12" valve, 6 $\frac{1}{2}$ " travel. Grate area 51.1 sq. ft. All built by Lima Locomotive Co., Lima, Ohio, 1925.

<i>Engine No.</i>	<i>Bldr.</i>	<i>Year Built</i>	<i>Builder's No.</i>
101	Lima	1925	6919
102	Lima	1925	6920
103	Lima	1925	6921
104	Lima	1925	6922
105	Lima	1925	6923
106	Lima	1925	6924
107	Lima	1925	6925
108	Lima	1925	6926
109	Lima	1925	6927
110	Lima	1925	6928

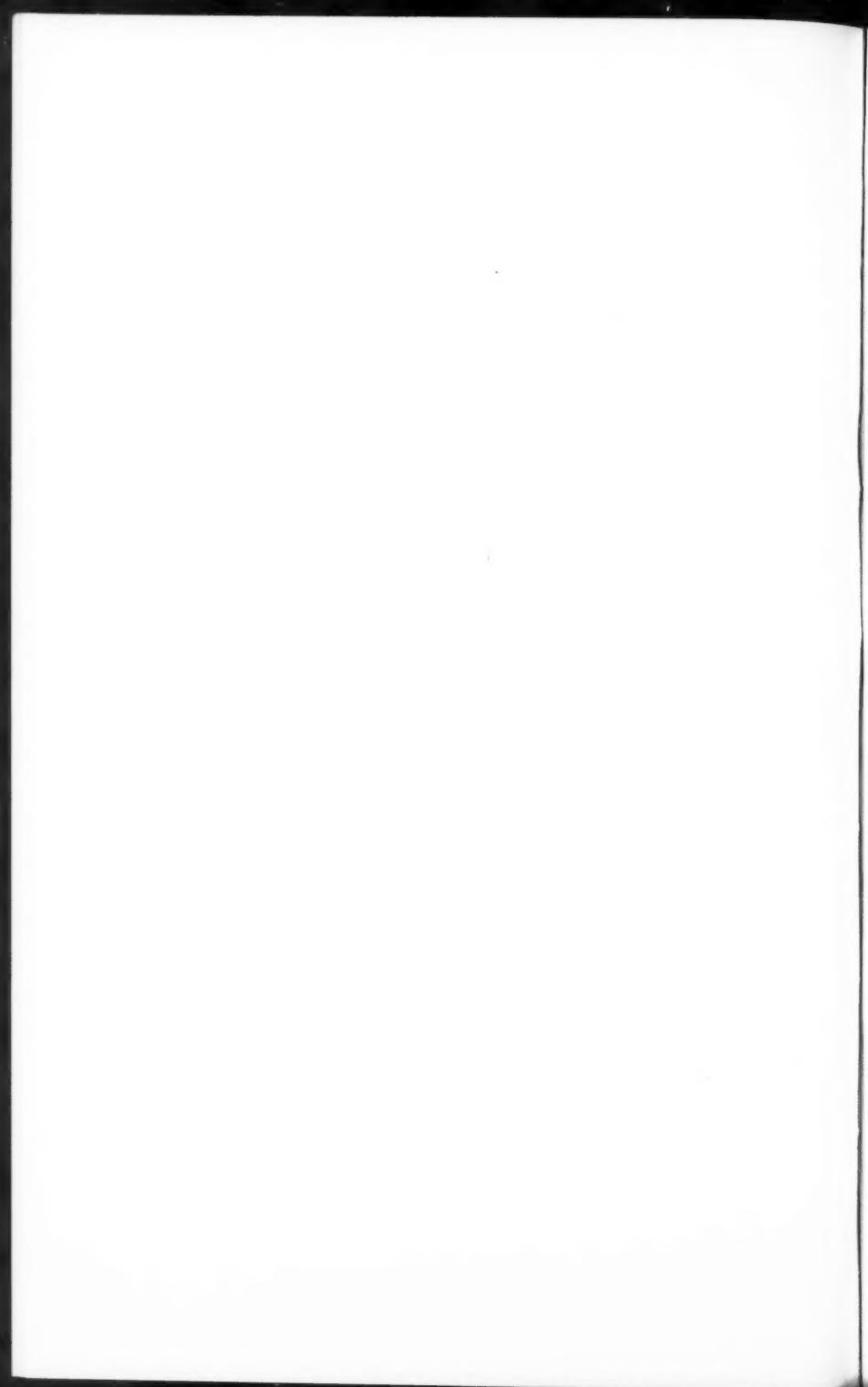
Working pressure formerly 190 lbs.; all changed to 200 lbs.
All have one 8 $\frac{1}{2}$ " cross-compound air pump.



M. K. & T. #516. Baldwin 1886 #8180. Formerly Mo.-Pac. 926. Renumbered M. K. & T. 516, 165, 796.
Scrapped at Parsons, 1915 Photo at Dallas, Tex., 1890.



M. K. & T. #551. Schen. 1904 (#29766). Dismantled, Parsons, Feb. 1931.



**VIII. LOCOMOTIVES OF THE KANSAS CITY
AND PACIFIC RAILROAD AND THE
PARSONS & PACIFIC RAILROAD**

LOCOMOTIVES OF THE KANSAS CITY AND PACIFIC RAILROAD AND THE PARSONS AND PACIFIC RAILROAD

A total of six locomotives, all of the 4-4-0 type, came to the Katy from the Kansas City and Pacific and its predecessor, the Parsons and Pacific. Two locomotives of the P. & P. went to the K. C. & P. in 1887.

Locomotives of the Parsons and Pacific

<i>Engine Numbers</i>		<i>KC&P</i>	<i>M-K-T</i>	<i>Year</i>	<i>Builder's</i>	<i>Final Disposition and Remarks</i>		
<i>Orig.</i>	<i>P&P</i>	<i>1st</i>	<i>2nd</i>	<i>1st</i>	<i>2nd</i>	<i>Builder</i>	<i>Built</i>	<i>No.</i>
1	1	301	2nd	104	323	Dickson	1886	439
2	2	302	2nd	117	325	Dickson	1886	440

Locomotives of the Kansas City and Pacific

<i>Engine Numbers</i>		<i>KC&P.</i>	<i>M-K-T</i>	<i>Year</i>	<i>Bldr's</i>	<i>Final Disposition and Remarks</i>	
<i>1st</i>	<i>2nd</i>	<i>1st</i>	<i>2nd</i>	<i>Builder</i>	<i>Built</i>	<i>No.</i>	
53	303	121	2nd	326	Dickson	1887	596
54	304	110	2nd	324	Dickson	1887	597
55	305	124	2nd	327	Dickson	1889	695
56	306	126	2nd	328	Dickson	1889	696

Mechanical Specifications

M-K-T Nos. 323 to 328, inclusive. Road Class B. 14%. Eight-wheeled type. Cylinders 17x24"; drivers 60" (centers 54"). Steam pressure 145 lbs.; tractive power 14200 lbs. Wt. on drivers 47800 lbs.; wt. engine 75800 lbs.; wt. E. & T. 140000 lbs. Grate area 16.1 sq. ft.; total heating surface 1078 sq. ft. Total length engine and tender 55' 2 $\frac{1}{4}$ ". Tender 3000 gal. water, 7 tons coal.

IX. LOCOMOTIVES OF THE TEXAS CENTRAL RAILROAD

LOCOMOTIVES OF THE TEXAS CENTRAL RAILROAD

Eight-Wheeled—4-4-0 Type—13%. Class C. T. C. Nos. 101-108

NOTE:—None of this group survived to receive a Katy road number. The unit last in service, No. 103, was dismantled at Walnut Springs, Texas, in August, 1914. Final disposition of the remaining members of the group has not been ascertained.

<i>Engine No.</i>	<i>Builder</i>	<i>Year</i>	<i>Builder's No.</i>	<i>Final Disposition</i>
101	Baldwin	1880	5218	
102	Baldwin	1880	5220	
103	Baldwin	1880	5232	
104	Baldwin	1880	5233	
105	Baldwin	1880	5236	
106	Baldwin	1880	5270	
1st 107	Baldwin	1880	5271	
1st 108	Baldwin	1880	5273	Records of the Texas Midland R. R. indicate that Nos. 105 and 108 became T. M. Nos. 105 and 108 when the T. C. Northeastern Divn. was sold to the T. M. in 1893. It is possible other members of the group were included in the transfer.

The dimensions of engine 103, obtained from a blue print diagram, are given below. It is assumed these are representative of the entire group.

Cyls. 16x24". Drivers 58" outside diam. Weights: On drivers, 43,000 lbs; total engine, 70,000 lbs.; engine and tender, 120,000 lbs. Steam pressure, 140 lbs. Tractive effort, 12,600 lbs. Grate area, 15.35 sq. ft. Total heating surface, 1033.38 sq. ft. Tender capacity: water, 2500 gallons; coal, 6 tons. Slide valves, Stephenson gear.

Note: Engine 102 is known to have been equipped with twin stacks, a form of the Warren Draft Equalizer. It is stated that six members of the group were so equipped. Mr. W. B. Warren, master mechanic, came to the Texas Central from the Toledo, Peoria & Western Railroad where he had equipped a number of locomotives with his patented device which employed twin exhaust nozzles and twin stacks to correspond.

<i>Engine Numbers T.C. M-K-T Type</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
2nd 107 none 4-6-0	Baldwin	1893	13797	Dism., Denison, Tex., March 1914.
2nd 108 291 4-6-0	Baldwin	1893	13801	Sold Hyman-Michaels, 7-1924. Dismantled.
109 292 4-6-0	Baldwin	1891	12247	Dism., Parsons, Kans., Aug. 1920.
110 293 4-6-0	Baldwin	1891	12240	Dism., Parsons, Apr. 1923.
2nd 111 294 4-6-0	Brooks	1887	1261	Dismantled, Walnut Springs, Tex., 7-1916. Formerly Buff., Roch. & Pitts. No. 39.
2nd 112 none 4-6-0	Brooks	1887	1264	Dism., Denison, Tex. Dec. 1913. Formerly Buff., Roch. & Pitts. No. 42.
113 none 4-6-0	P. R. R.	10-1883		Dism., Denison, Tex. 2-1914. See note below.
114 none 4-6-0	P. R. R.	6-1883		Sold Waco Sand & Gravel Co., 1914.
115 676 2-8-0	Baldwin	1901	19274	Sold Hyman-Michaels, 5-1924; resold to Roddis Lumber & Veneer Co.
116 677 2-8-0	Baldwin	1901	19275	Sold Hyman-Michaels, 7-1924. Dismantled.
117 678 2-8-0	Baldwin	1901	19793	Dism., Parsons, Kans., Dec. 1922.

<i>Engine Numbers</i>	<i>T.C.</i>	<i>M-K-T</i>	<i>Type</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's No.</i>	<i>Final Disposition and Remarks</i>
118	679	2-8-0		Baldwin	1901	19794	Sold Hyman-Michaels, 7-1924. Dismantled.
119	682	2-8-0		ALCo-Schen.	1906	40104	Dism., Parsons, Kans., Nov. 1926.
120	683	2-8-0		ALCo-Schen.	1906	40105	Sold United States Co., McAlester, Okla., Nov. 1925.
121	684	2-8-0		ALCo-Schen.	1906	40106	Sold Hyman-Michaels, 10-1924. Dismantled.
122	685	2-8-0		ALCo-Schen.	1906	40107	Sold Hyman-Michaels, 10-1924 Resold to Equitable Equip. Co., New Orleans, La.
123	686	2-8-0		ALCo-Schen.	1907	44186	Dism., Parsons, Kans., 10-1926.
124	687	2-8-0		ALCo-Schen.	1907	44187	Sold Hyman-Michaels, 11-1924. Resold to Equitable Equip. Co.
125	688	2-8-0		ALCo-Schen.	1907	44188	Sold Hyman-Michaels, 10-1924, Humboldt Yard.
126	689	2-8-0		ALCo-Schen.	1907	44189	Sold Hyman-Michaels, 10-1924. Resold to Equitable Equip. Co. Dismantled.
127	690	2-8-0		ALCo-Schen.	1909	48056	Sold Hyman-Michaels, 10-1924, Humboldt Yard.
128	691	2-8-0		ALCo-Schen.	1909	48057	Sold Hyman-Michaels, 10-1924. Resold to Equitable Equip. Co. Resold.
129	692	2-8-0		ALCo-Schen.	1909	48058	Sold Hyman-Michaels, Oct. 1924. Resold to Equitable Equip. Co. Resold.
130	693	2-8-0		ALCo-Schen.	1909	48059	Sold to United States Co. May 8, 1925.
*133	681	2-8-0		Baldwin	1892	13108	Dism., Parsons, Kans., March 1923.
**134	680	2-8-0		Baldwin	1892	12853	Dism., Parsons, Kans., March 1923.
135	295	4-6-0		ALCo-Schen.	1909	46557	Sold Hyman-Michaels, 10-1924. Dismantled.
136	296	4-6-0		ALCo-Schen.	1909	46558	Sold Hyman-Michaels, 10-1924. Dismantled.
137	297	4-6-0		ALCo-Schen.	1909	46559	Sold Hyman-Michaels, 10-1924. Dismantled.

NOTE.—Relative to ten-wheel type engines Nos. 113 and 114.

No. 113 was built by the Pennsylvania Railroad in its Dennison, Ohio, shop in Oct. 1883 and assigned No. 40 on the Pittsburgh, Cleveland, Cincinnati and St. Louis Ry.; transferred to the Chicago, St. Louis & Pittsburgh R. R. in May, 1889 and numbered 520; transferred to the P. C. C. & St. L., Dec. 1890, and numbered 489; transferred to the Jeffersonville, Madison & Indiana R. R., Jan. 1892, and numbered 610; Sold to the Texas Central Railroad in June 1900 with number 113 assigned.

No. 114 was built by the Pennsylvania Railroad in its Dennison, Ohio, shop in June 1883 for the P. C. C. & St. L. Ry. and numbered 48; transferred to the C. St. L. & P. R. R., Dec. 1886, and numbered 309; transferred to the Pennsylvania Company in July 1889 and numbered 506; transferred to the P. C. C. & St. L. Ry. in Dec. 1890 and numbered

368; transferred to the J. M. & I. R. R. in July 1898 and numbered 649; sold to the Texas Central Railroad in July 1900 and assigned number 114.

* T.C. No. 133 was originally built in Dec. 1892 as Marietta & North Georgia No. 25. The T.C. and the M. & N. G. were then under the control of Mr. H. K. McHarg. About 1898, this locomotive was transferred to the Texas Central and assigned number 1st 112. Later renumbered 133.

** T.C. No. 134. This locomotive was originally built in July, 1892, for a New Jersey railroad, the Rockaway Valley, owned by the Pidcock family. The engine bore road number 5 and was named "J. N. Pidcock." It was transferred in 1894 to the Georgia Northern R. R., another Pidcock property. It is believed this locomotive was acquired by the Texas Central about 1901, when it received T.C. road number 1st #111, later renumbered 134.

Mechanical Specifications

T.C. Nos. 2nd 107, 2nd 108, 109 and 110. Road Class F. 18%. Ten-wheel type. Built in Oct. 1893 as Vauclain four-cylinder compound locomotives. Original cylinder dimensions were 11½ and 19x24". Rebuilt by the Katy about 1914-1915 with cylinders 18x24". Drivers 56" (centers 50"). Steam pressure 160 lbs.; tractive power 18240 lbs. Wt. on drivers 68000 lbs.; wt. engine 92000 lbs.; wt. E. & T. 148000 lbs. Grate area 17.17 sq. ft.; total heating surface 1381 sq. ft. Total length engine and tender 50' 4½". Tender 3500 gal. water, 7 tons coal.

T.C. Nos. 111 and 112. Road Class F. 20%. Ten-wheel type. Purchased in used condition. Originally built in August, 1887, for the Buffalo, Rochester and Pittsburgh Ry. Co. Cylinders 19x24"; drivers 58" (centers 50"). Steam pressure 160 lbs. Tractive power 20315 lbs. Wt. on drivers 90000 lbs.; wt. engine 11730 lbs.; wt. E. & T. 202400 lbs. Grate area 22.5 sq. ft.; total heating surface 1680.4 sq. ft. Total length engine and tender 51' 0½". Tender 4000 gal. water, 8 tons coal.

T.C. Nos. 113 and 114. Road Class F. 19%. Ten-wheel type. Originally built by the Pennsylvania Railroad Company, class DE, with cylinders 18x22", drivers 50", steam pressure 125 lbs. The following dimensions are shown on the official M-K-T blueprint:—Cylinders 19x22"; drivers 51" (centers 44"); steam pressure 145 lbs.; tractive power 19193 lbs. Wt. on drivers 53000 lbs.; wt. engine 74000 lbs.; wt. E. & T. 124000 lbs. Grate area 21 sq. ft.; total heating surface 1188 sq. ft. Total length engine and tender 58' 7". Tender 3000 gal. water, 7 tons coal.

T.C. Nos. 115, 116, 117, 118, 134. Road Class G. 22%. Consolidation type. No. 134 was rebuilt from double-cab Wootton firebox type at the T.C. shop, Walnut Springs, Tex., in 1912, receiving a new boiler. Cylinders 18x26"; drivers 57" (centers 50"). Steam pressure 180 lbs.; tractive power 22343 lbs. Wt. on drivers 114500 lbs.; wt. engine 130000 lbs.; wt. E. & T. 205000 lbs. Grate area 35.1 sq. ft.; total heating surface 1775 sq. ft. Total length engine and tender 58' 2¾". Tender 4000 gal. water, 8 tons coal. See following page for original dimensions of locomotive No. 134.

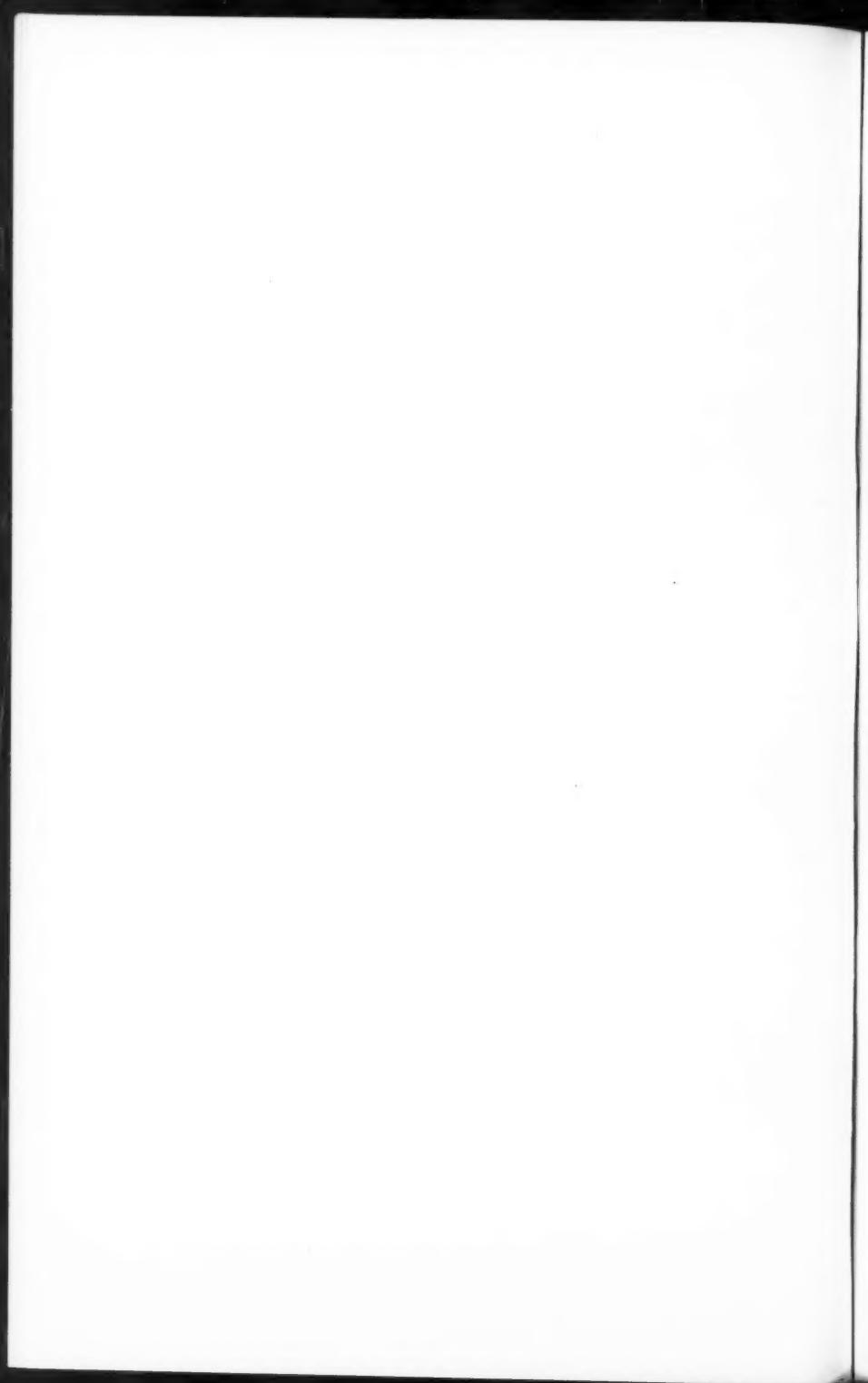
T.C. Nos. 119 to 126, inclusive. Road Class G. 28%. Consolidation type. Cylinders 19x26"; drivers 51" (centers 44"). Steam pressure 180 lbs.; tractive power 28160 lbs. Wt. on drivers 125000 lbs.; wt. engine 140500 lbs.; wt. E. & T. 236500 lbs. Grate area 30.9 sq. ft.; total heating surface 1939.2 sq. ft. Total length engine and tender 52' 9¼". Tender 4500 gal. water, 9 tons coal.

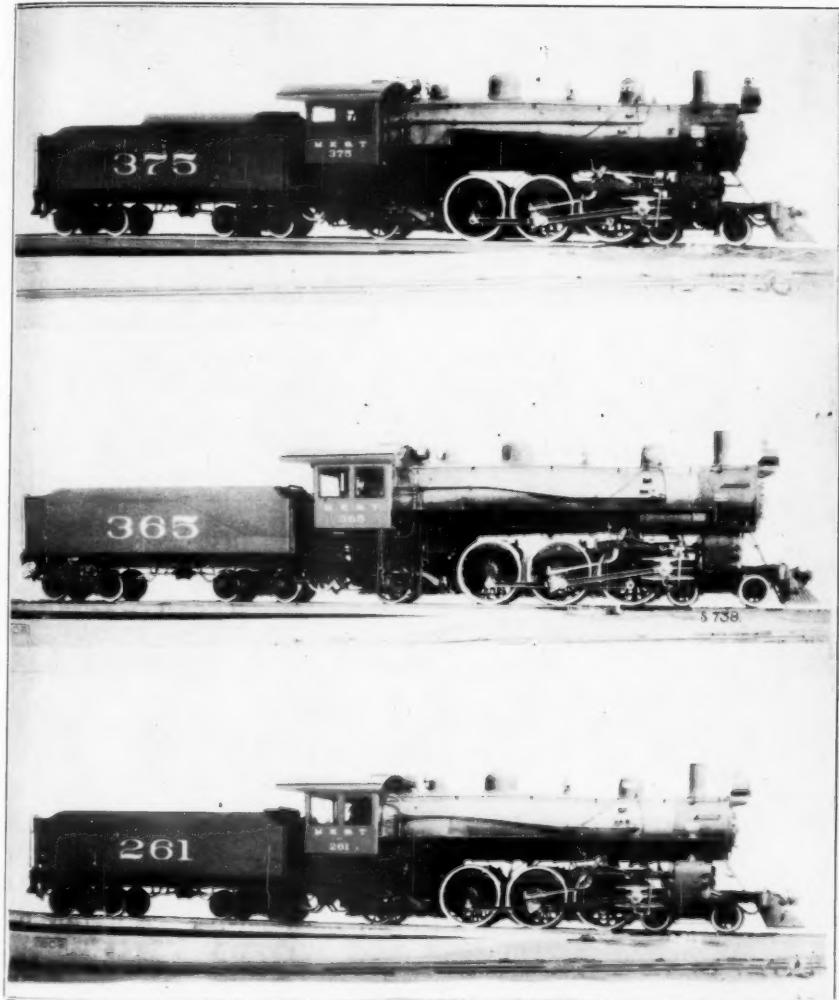
T.C. Nos. 127 to 130, inclusive. Road Class G. 28%. Consolidation Type. Cylinders 19x26"; drivers 51" (centers 44"). Steam pressure 180 lbs.; tractive power 28160 lbs. Wt. on drivers 125000 lbs.; wt. engine 146000 lbs.; wt. E. & T. 236500 lbs. Grate area 30.9 sq. ft.; total heating surface 1939.2 sq. ft. Total length engine and tender 52' 9¼". Tender 5000 gal. water, 9 tons coal.

T.C. No. 133 (*formerly 1st #112*). Road Class G. 24%. Consolidation Type. This locomotive was originally a Vauclain four-cylinder compound with the following dimensions:—Cylinders, 13" and 22" x 24"; drivers, 50" outside diameter. Steam pressure, 180 lbs. Weight on drivers, 106,000 lbs. Total weight of engine, 120,000 lbs. Prior to 1914, the Texas Central rebuilt this locomotive to simple type. Later dimensions were as follows:—Cylinders, 19x24"; drivers 51" (44" centers); steam pressure, 165 lbs. Tractive power, 23,826 lbs. Grate area, 24.89 sq. ft. Total heating surface, 1590.75 sq. ft. Wt. on drivers, 108,000 lbs.; total engine, 125,000 lbs. Tender, 3500 gals. water, 8 tons coal; tank later enlarged to 4500 gals.

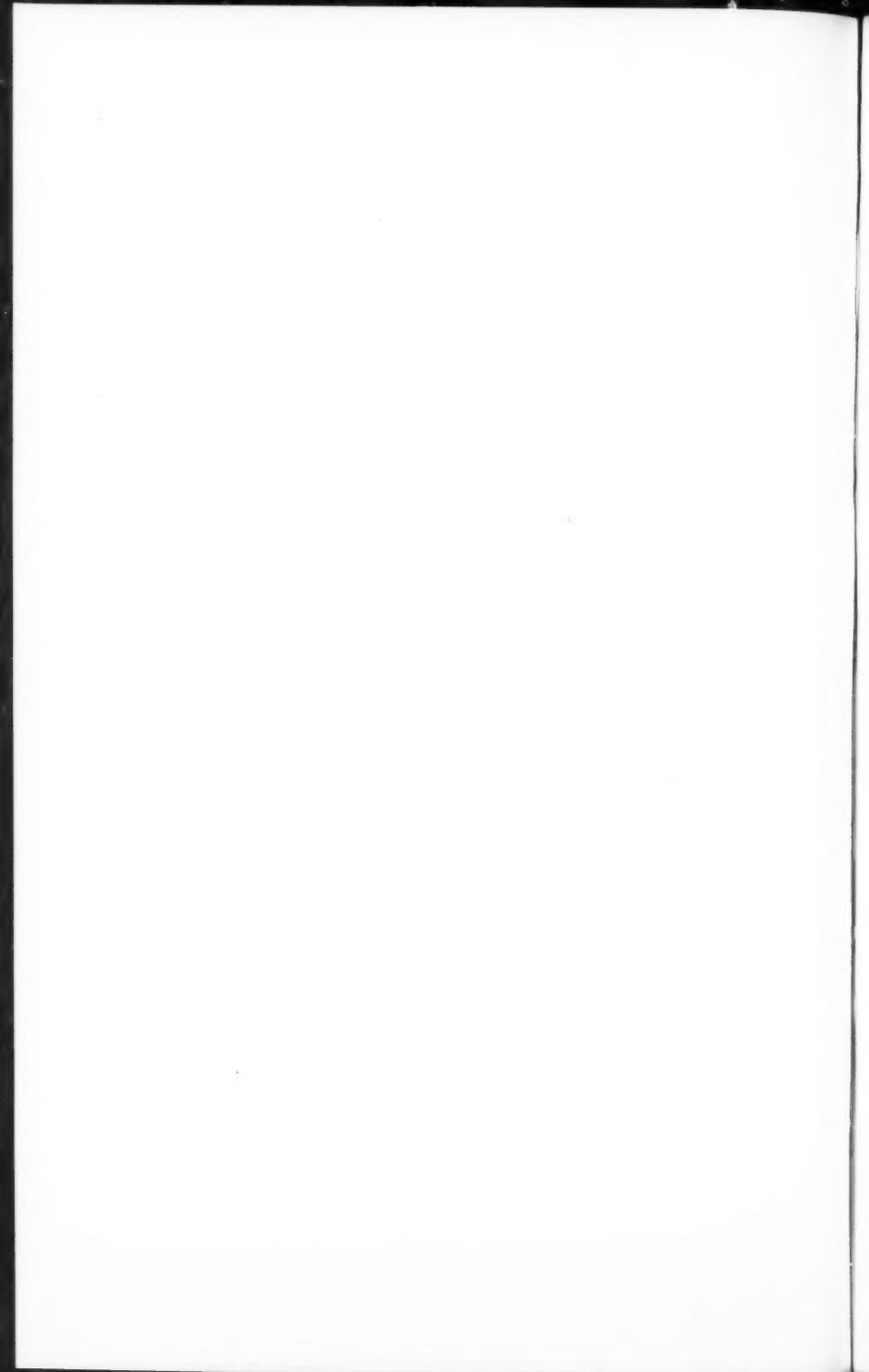
T.C. No. 134 (*Formerly 1st #111*). Road Class G. Consolidation Type. This locomotive was originally built as a double-cab type with Wootten firebox and was equipped with Vauclain compound cylinders. Original dimensions were:—Cylinders, 12" and 20" x 24"; drivers 50" diam. Grate area, 60 sq. ft.; total heating surface, 1058 sq. ft. Wt. on drivers, 84,700 lbs.; total wt. engine, 100,800 lbs. It was rebuilt to conventional single-cab type with simple cylinders at the T.C. shop, Walnut Springs, Texas, in 1912. For dimensions as rebuilt, see preceding section for Nos. 115, 116, 117, 118 and 134.

T.C. Nos. 135, 136, 137. Road Class F. 20%. Ten-wheeled Type. Cylinders, 18x24"; drivers, 64" (centers 56"). Steam pressure, 190 lbs.; tractive power, 19,622 lbs. Wt. on drivers, 100,700 lbs.; total engine, 130,000 lbs. Grate area, 27.2 sq. ft.; total heating surface, 1852 sq. ft. Total length engine and tender, 63' 10". Tender cap'y. 5500 gal. water, 9 tons coal.





Group of M. K. & T. Pacific Type Locomotives. #375 1912; #365 1910; #261 1911, all Schenectady.



**X. LOCOMOTIVES OF WICHITA FALLS AND
NORTHWESTERN RAILWAY AND ALTUS,
WICHITA FALLS AND HOLLIS RAILWAY**

LOCOMOTIVES OF THE WICHITA FALLS AND NORTHWESTERN RAILWAY AND THE ALTUS, WICHITA AND HOLLIS RAILWAY

Locomotives of these two roads were numbered in sequence and will be presented together as a single group.

ROAD	Orig	1st	2nd	Type	Builder	Year	Bldr's.	Remarks
							M-K-T	
*WF&NW	2	342	339	4-4-0	(see note below)			Dism., Parsons, Dec. 1921. Re-numb. 339, March 1920.
WF&NW	15	900	1201	2-6-0	Baldwin	1909	33975	Sold Hyman-Michaels, Apr. 1924. Resold List & Gifford Const. Co.
WF&NW	16	901	1202	2-6-0	Baldwin	1909	33976	Sold Hyman-Michaels, Apr. 1924. Resold List & Gifford Const. Co.
WF&NW	17	902	none	2-6-0	Baldwin	1910	34477	Dism., Wichita Falls, 7-1916.
WF&NW	18	903	1203	2-6-0	Baldwin	1910	34478	Sold Hyman-Michaels, June 1924; resold Stack Lumber Co.
WF&NW	19	910	1101	2-8-0	Baldwin	1910	35197	Sold Hyman-Michaels, Oct. 1924 and dismantled by H-M Co.
AWF&H	20	911	1102	2-8-0	Baldwin	1910	35198	Dism., Parsons, Oct. 1924.
AWF&H	21	912	1103	2-8-0	Baldwin	1910	35199	Sold Hyman-Michaels, Nov. 1924; rsd. Equitable Equip. Co., New Orleans, La.
WF&NW	22	913	1104	2-8-0	Baldwin	1911	36182	Sold Hyman-Michaels, Oct. 1924. Rsd. Equitable Equip. Co.
WF&NW	23	914	1105	2-8-0	Baldwin	1911	36183	Sold Hyman-Michaels, Oct. 1924. Resold to K. C. M. & O. Ry. Co.
WF&NW	24	915	1106	2-8-0	Baldwin	1911	36184	Dism., Parsons, Nov. 1926.
WF&NW	25	916	1107	2-8-0	Baldwin	1911	36185	Dism., Parsons, March 1927.
WF&NW	101	920	1301	4-4-0	Baldwin	1910	35193	Dism., Parsons, March 1932.
AWF&H	102	921	1302	4-4-0	Baldwin	1910	35194	Dism., Parsons, March 1932.
AWF&H	103	922	1303	4-4-0	Baldwin	1910	35195	Dism., Denison, June 1932.
WF&NW	104	923	1304	4-4-0	Baldwin	1911	36169	Dism., Parsons, Feb. 1932.
WF&NW	26	none	none	4-6-0	Baldwin	1911	36293	see note below
WF&NW	27	none	none	4-6-0	Baldwin	1911	36294	see note below

*WF&NW No. 2 was obtained in used condition and was originally built by the Union Pacific Railway about 1886, presumably at the U.P. Omaha Shops.

NOTE:—WF&NW Nos. 26 and 27 were originally ordered by and built for the Cia Agricola de Colombres, a South American road. For reasons not known at the present time, the engines were not accepted but were sold to the WF&NW. They were used mainly in construction of the line between Woodward and Forgan, Okla. They were sold in 1912, presumably on completion of this line of road, to the Clinton & Oklahoma Western where they carried the same numbers. In 1928, these engines became AT&SF Nos. 2436 and 2437 when the Santa Fe acquired the C&OW. They were scrapped by the Santa Fe in 1929. These locomotives had 18x26" cyls. 56" drivers, 150 lbs. steam and a tractive power of 23,000 lbs.

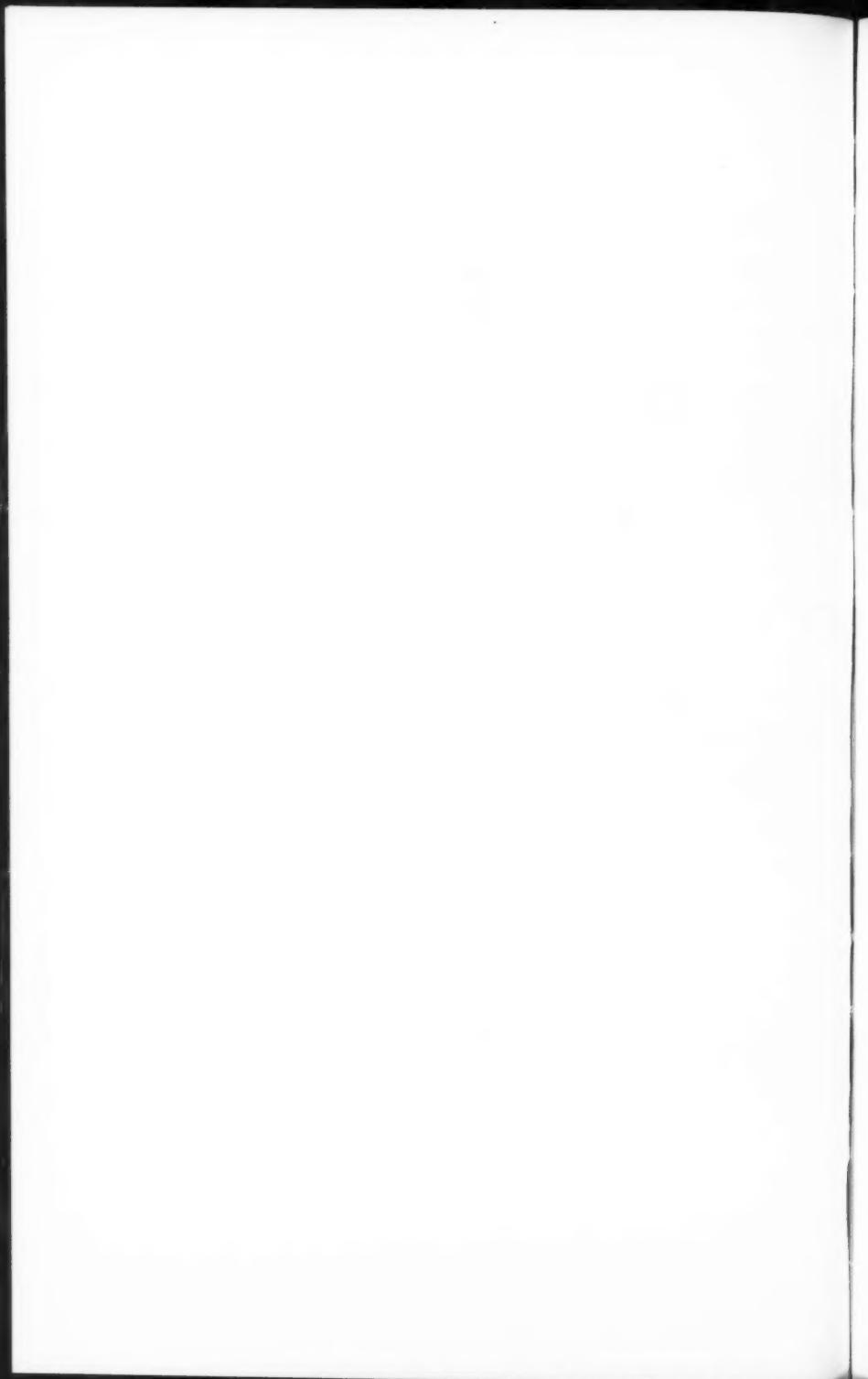
Mechanical Specifications

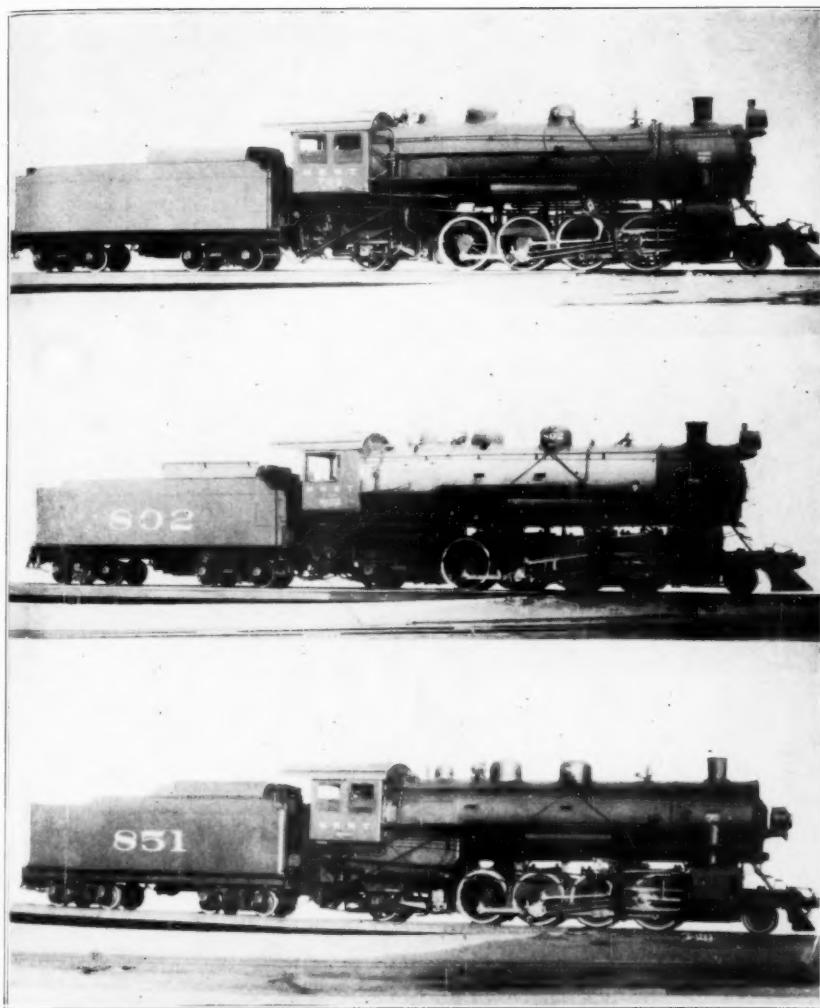
WF&NW No. 2. Originally built by the Union Pacific Ry. Co. and assigned boiler No. 044707 by the M-K-T. Cylinders 17x26"; drivers 61" (centers 55"); Road Class C; 17%. Wt. on drivers 60000 lbs.; wt. engine 97000 lbs.; engine and tender 183000 lbs. Steam pressure 150 lbs.; tractive power 17418 lbs. Grate area 17 sq. ft.; total heating surface 1452 sq. ft. Total length engine and tender 58' 10". Tender 4100 gal. water, 8 tons coal.

WF&NW Nos. 15, 16, 17 and 18. Road Class E. 23%. Cylinders 18x26"; drivers 56" (50" centers). Wt. on drivers 100900 lbs.; wt. engine 116600 lbs.; engine and tender 236600 lbs. Steam Pressure 180 lbs.; tractive power 23015 lbs. Grate area 22.4 sq. ft.; total heating surface 1552 sq. ft. Total length engine and tender 47' 6½". Tender 6000 gal. water, 8 tons coal.

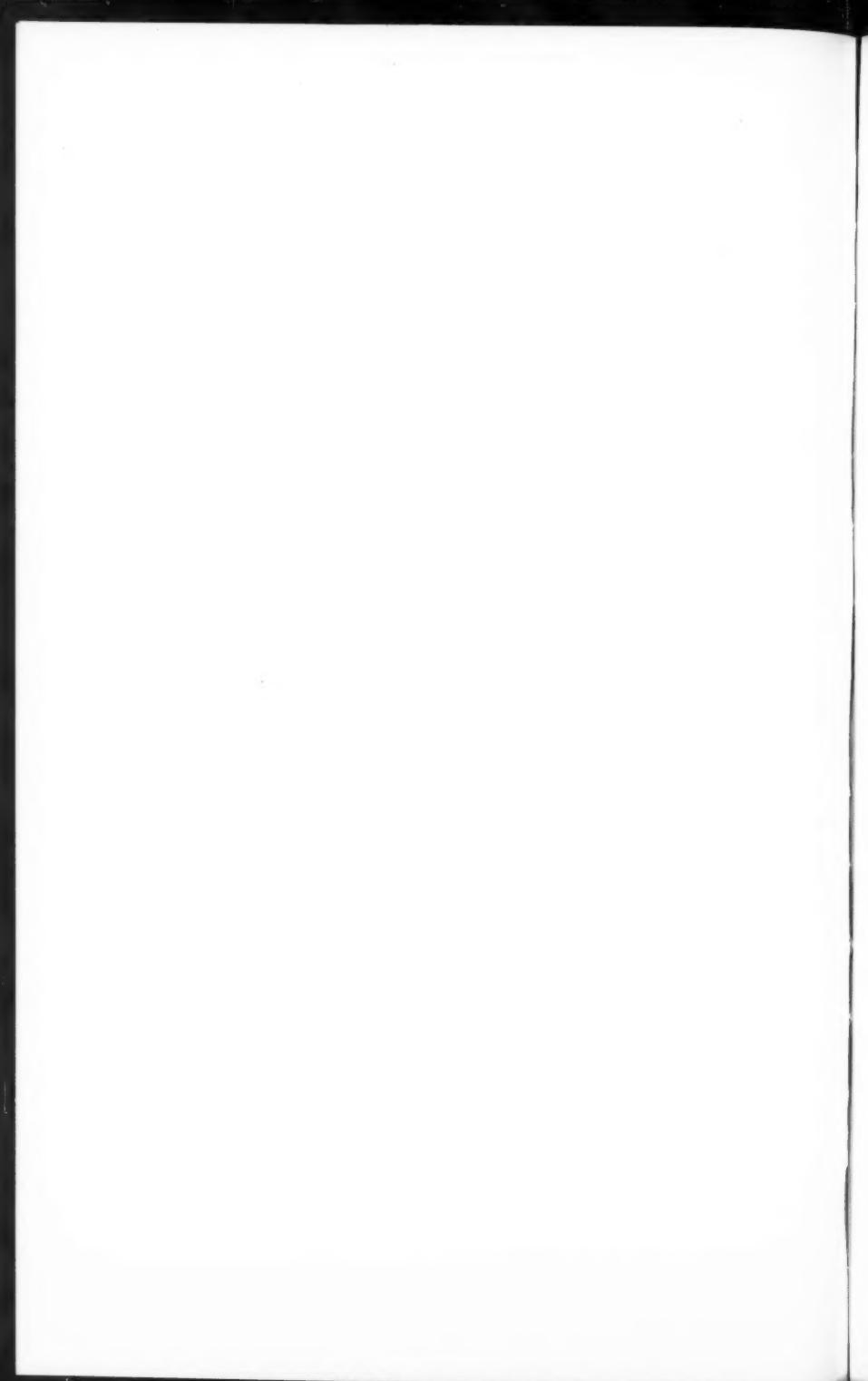
WF&NW and AWF&H Nos. 19 to 25, inclusive. Road Class G. 28%. Cylinders 20x26"; drivers 56" (centers 50"). Wt. on drivers 130000 lbs.; wt. engine 145000 lbs.; engine and tender 265000 lbs. Steam pressure 180 lbs.; tractive power 28410 lbs. Grate area 30.8 sq. ft.; total heating surface 2150 sq. ft. Total length engine and tender 63' 10". Standard tank 6000 gal. water, 12 tons coal; Nos. 19, 20 and 21 had smaller tank, 5000 gal. water, 10 tons coal.

WF&NW and AWF&H Nos. 101 to 104, inclusive. Road Class C. 19%. Cylinders 17x26"; drivers 62" (centers 56"). Wt. on drivers (2 gauges) 67000 lbs.; wt. engine 104000 lbs.; E. & T. 189000 lbs. Steam pressure 180 lbs.; tractive power 18540 lbs. Grate area 18 sq. ft.; total heating surface 1482 sq. ft. Total length engine and tender 57' 2½". Standard tank 4000 gal. water, 8 tons coal. No. 104 had tank 5000 gal. water and 10 tons coal. No. 101 had tank 5200 gal. water





Group of M. K. & T. Mikado Type Locomotives. #729 1913; #802 1915; #851 1918, all Schenectady.



XI. LOCOMOTIVES OF THE WICHITA FALLS AND SOUTHERN RAILWAY

LOCOMOTIVES OF THE WICHITA FALLS AND SOUTHERN

Five locomotives came to the Katy from the W. F. & S. Road numbers of W. F. & S. locomotives were consecutive with those of its parent road, the Wichita Falls and Northwestern two of whose locomotives were assigned for use on the W. F. & S.

<i>Engine Nos.</i>		<i>WF&S MK&T Type</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition</i>
* 11	93	2-6-0	ALCo	1908	44709	Returned to WF&S, Feb. 1920
**10	94	2-6-0	ALCo	1908	44708	Sold to D.B.&N.O. Ry., Jan. 1924. Returned to M-K-T and scrapped, Parsons, 4-1930.
12	99	2-6-0	Baldwin	1909	33155	Returned to WF&S, Feb. 1920. Scrapped by WF&S in 1939.
13	100	2-6-0	Baldwin	1909	33632	Dismantled, Wichita Falls, Tex., July 1916.
14	101	2-6-0	Baldwin	1909	33761	Dismantled, Wichita Falls, Tex., July 1916.

* WF&S No. 11 was originally WF&NW No. 11. Scrapped by the WF&S in 1934.

** WF&S No. 10 was originally WF&NW No. 2.

WF&S Nos. 10 and 11 were built by the Rhode Island Works of the American Locomotive Company.

Mechanical Specifications

WF&S Nos. 10-11. Cylinders 18x24"; drivers 56" (50" centers); Wt. on drivers 97000 lbs.; wt. engine 114,000 lbs.; engine and tender 200000 lbs. Steam pressure 180 lbs.; tractive power 21240 lbs. (21%). Road class E. Grate area 22.83 sq. ft.; total heating surface 1516 sq. ft. Total length engine and tender 59' 4". Tender 4000 gal. water, 8 tons coal.

WF&S Nos. 12, 13, 14. Cylinders 18x26"; drivers 56" (50" centers); Wt. on drivers 97000 lbs.; wt. engine 114000 lbs.; engine and tender 194000 lbs. Steam pressure 180 lbs.; tractive power 23015 lbs. (23%). Road class E. Grate area 22.4 sq. ft.; total heating surface 1552 sq. ft. Total length engine and tender 47' 6½". Tender 4000 gal. water, 8 tons coal.

XII. LOCOMOTIVES OF THE DENISON AND WASHITA VALLEY RAILWAY

LOCOMOTIVES OF THE DENISON AND WASHITA VALLEY

The Denison and Washita Valley owned one locomotive, a mogul, which came to the M. K. & T. of Texas when the D. & W. V. was acquired in 1903.

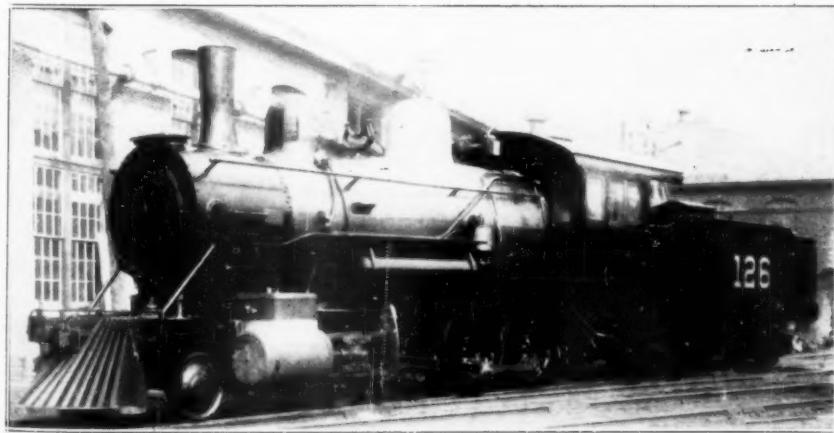
<i>Engine Number</i> D&WV	<i>MK&T</i>	<i>Type</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Final Disposition</i>
2nd 1	172	2-6-0	Baldwin	1889	9850	Dismantled, Denison, Tex., Oct. 1916.

Mechanical Specifications

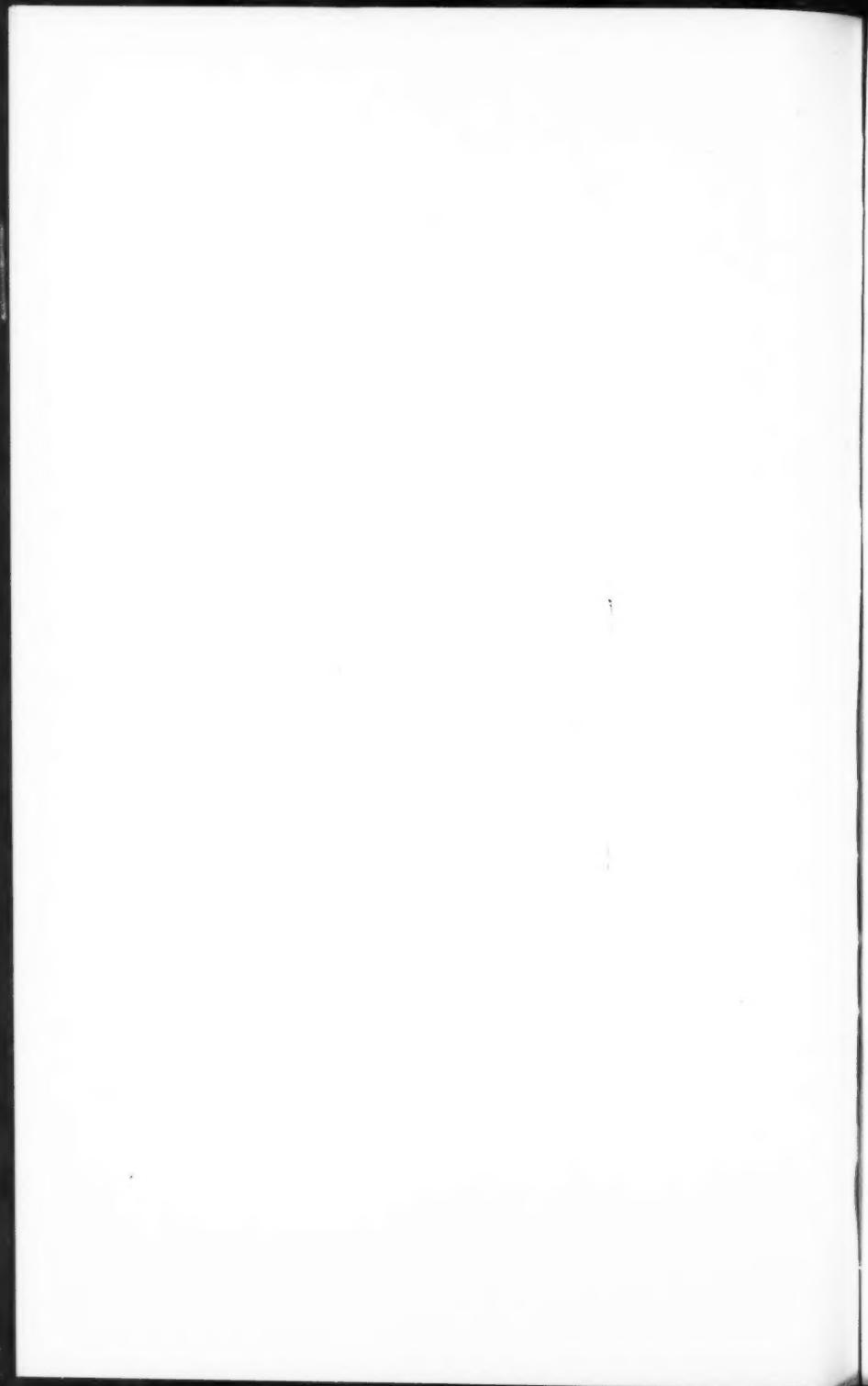
Cylinders 19x24"; drivers 50" diam.; driving wheel centers 44"; weight on drivers 84,500 lbs.; weight engine 102,500 lbs.; weight of engine and tender 190,000 lbs. Steam pressure 150 lbs.; tractive power 22,100 lbs. (22%). Grate area 16.9 sq. ft.; total heating surface 1622 sq. ft.. Total length engine and tender 57' 5½". Standard tank "C," 4000 gal. water, 9 tons coal. This locomotive was equipped with two sand domes. Slide valves. Stephenson valve gear. This locomotive became MK&T 2nd 172 on Sept. 27, 1912. Control of this road was acquired in 1892 and officially a part of the MK&T roster in June, 1894.



Texas Central #110. Baldwin, 1891 #12240. Orig. Vauclain comp. 11 $\frac{1}{2}$ & 19x24". Rebuilt 18x24". Renumbered M. K. & T. #293. Dismantled, Parsons, Kans., 4-1923. Photo on wye at Rotan, Tex.



Texas Central #126. ALCo-Schen., Oct. 1907 #44189. Later M. K. & T. #689.



XIII. LOCOMOTIVES OF THE BEAUMONT AND GREAT NORTHERN

LOCOMOTIVES OF THE BEAUMONT AND GREAT NORTHERN

Two ten-wheel type locomotives came to the M. K. & T. of Texas from the Beaumont & Great Northern when that road was leased in 1914. Both had been purchased by the B. & G. N. from dealers in used railway equipment and nothing is known of their antecedents. Locomotive No. 102 was purchased from the Hicks Co. in December, 1906; No. 105 was purchased from the Lufkin Co. in 1908.

Engine Numbers			Builder	Remarks
B&GN Number	MK&T	Type		
102	298	4-6-0	Unknown	Renumbered MK&T 298, May 30 1916. Sold to the West Lumber Co., June 1920.
105	299	4-6-0	Unknown	Scrapped by MK&T at Denison, Tex., Dec. 1915. Scrapped under #105.

Mechanical Specifications

B&GN Number	Cylinders	Diam. Drivers	Wt. on Drivers	Wt. of Engine	Boiler Pressure	Tractive Effort
102	18x24	51	90000	104000	160	21150
105	18x24	57	?	?	160	

**XIV. LOCOMOTIVES OF THE KANSAS CITY,
ELDORADO AND SOUTHERN**

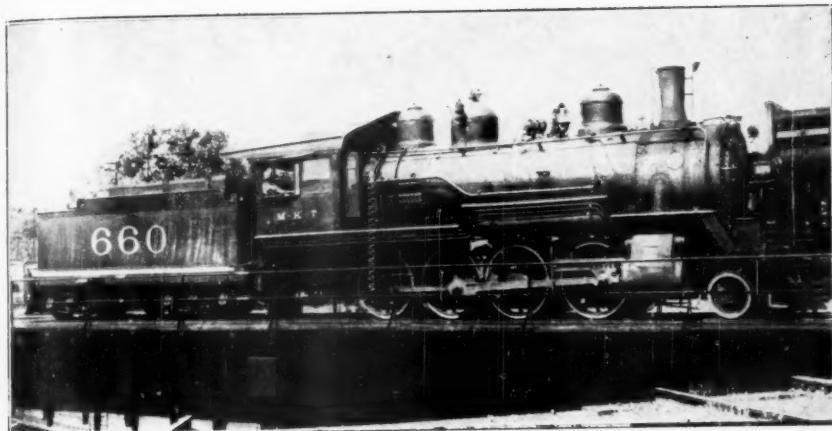
LOCOMOTIVES OF THE KANSAS CITY, ELDORADO AND SOUTHERN

The Kansas City, Eldorado and Southern apparently had but one locomotive which was obtained in used condition probably in 1892 or 1893. Original ownership of this locomotive has not been established. The locomotive came to the Katy when the K. C. E. & S. was acquired in November 1899 and was numbered into the Katy roster in 1901.

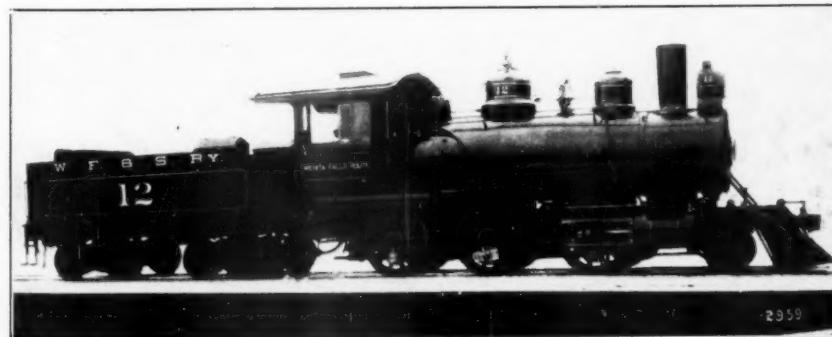
Engine Numbers		M-K-T	Builder	Year Built	Builder's Number	Final Dis. and Remarks
KCE&S	1st	2nd				
1	105	339	Dickson	1882	Unknown	Changed to 2nd 105, 8-1900, to 339 on 9-9-1912; Scrapped Parsons, June 1916.

Mechanical Specifications

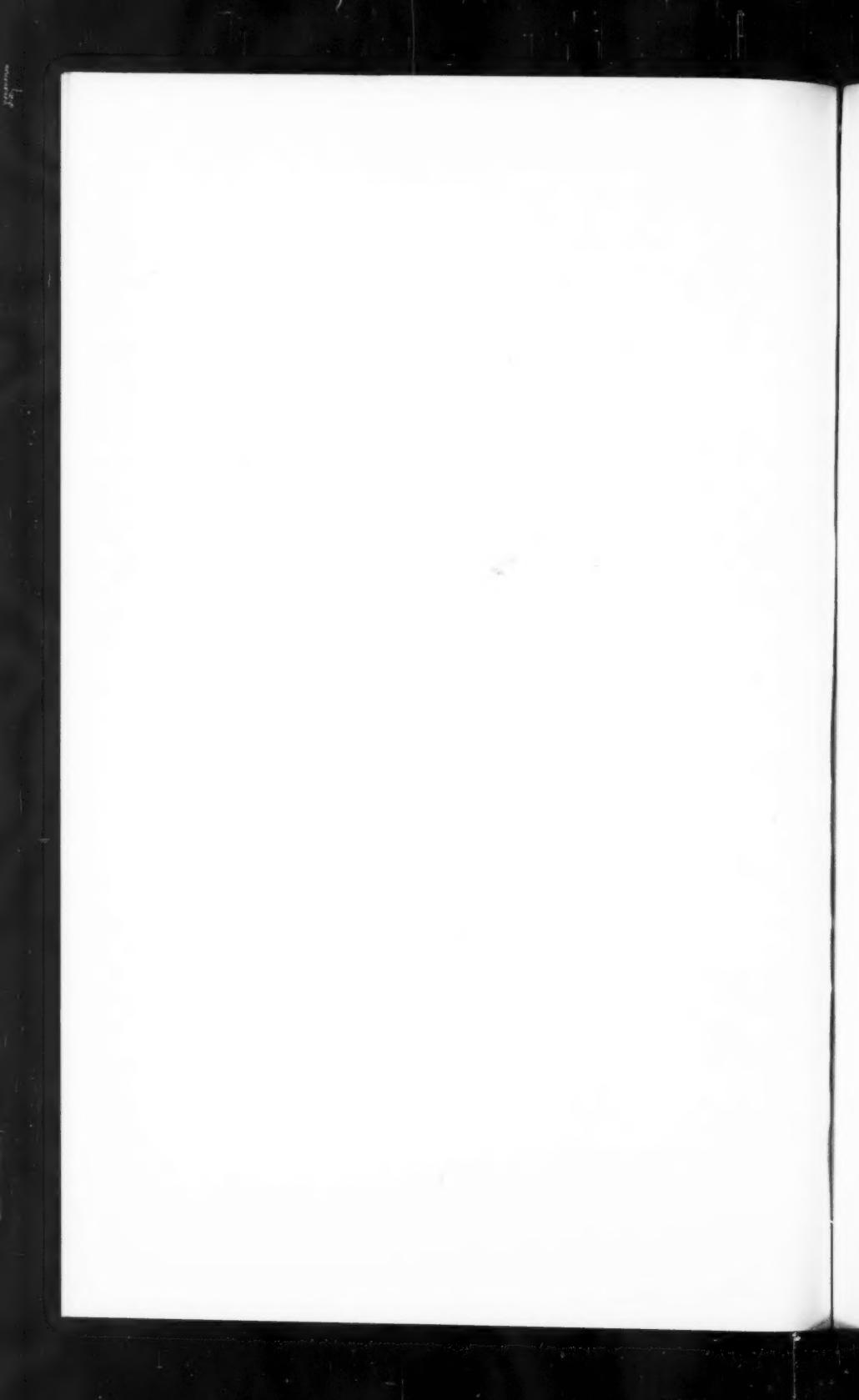
Eight-Wheeled, 4-4-0 type. 13%. Cylinders 17x24"; drivers 62" (centers 56"). Steam pressure 140 lbs.; tractive power 13000 lbs. Wt. on drivers 50000 lbs.; wt. engine 81200 lbs.; wt. E. & T. 148000 lbs. Grate area 15.1 sq. ft.; total heating surface 1105 sq. ft. Total length engine and tender 55' 4 $\frac{1}{4}$ ". Standard tank "A," 3000 gal. water, 7 tons coal.



M-K-T #660. Baldwin 1894 at Dennison, Texas, 1937.
—Courtesy of Ralph Graves.



Wichita Falls & Southern #12. Baldwin, Jan. 1909 #33155. Later M. K. & T. #99.



**XV. LOCOMOTIVES OF THE EAST LINE AND
RED RIVER RAILROAD**

LOCOMOTIVES OF THE EAST LINE AND RED RIVER RAILROAD
(Narrow-Gauge)

The East Line and Red River came under control of the Katy in 1881, was widened to standard-gauge in January, 1893, and was assigned to the Sherman, Shreveport and Southern in March, 1893. No record exists as to the final disposition of its locomotives; it is presumed they were sold to various lumbering concerns then operating in eastern Texas.

<i>Engine Numbers</i> <i>EL&RR MK&T</i>	<i>Type</i>	<i>Builder</i>	<i>Year Built</i>	<i>Builder's Number</i>	<i>Remarks</i>	
186	401	4-4-0	Dawson-Bailey	1874	No record	
188	402	4-4-0	Dawson-Bailey	1874	No record	
189	403	2-6-0	Dawson-Bailey	1876	No record	
190	404	4-6-0	Dawson-Bailey	1876	No record	
191	405	2-6-0	Baldwin	1880	No record	
192	406	2-6-0	Baldwin	1880	No record	
196	407	2-6-0	Porter-Bell	1877	No record	
195	408	2-6-0	Porter-Bell	1876	No record	
198	409	2-6-0	Baldwin	1879	4821	
199	410	4-4-0	Pittsburgh	1880	431	Originally No. 5
200	411	4-4-0	Pittsburgh	1880	432	Originally No. 6

There is evidence that the East Line and Red River for a short time operated Baldwin #11805, a standard-gauge 4-4-0 built in 1891 for the Chicago, Kansas City and Texas Railway. There is no record of this locomotive having been assigned a road number on the East Line and Red River or its successor, the Sherman, Shreveport and Southern.

LOCOMOTIVES OF THE EAST LINE AND RED RIVER RAILROAD

Track Gauge, Three Feet

PRINCIPAL MECHANICAL SPECIFICATIONS OF ABOVE LOCOMOTIVES

<i>EL&RR Engine No.</i>	<i>Cylinders</i>	<i>Driver Centers</i>	<i>Tons Wt. on Drivers</i>	<i>Tons Total wt. Engine</i>
186	11x16	39½	12	18
188	11x16	39½	12	18
189	11x16	32	11	17
190	11x16	32	14½	19½
191	13x16	36	16	20½
192	13x16	36	16	20½
196	10x16	35½	13	19
195	9x16	31½	12	18
198	12x16	36	13	21½
199	11x18	38	12½	19½
200	11x18	38	12½	19½

**XVI. MISSOURI, KANSAS & TEXAS RAILWAY
COMPANY LOCOMOTIVES
Report of 1874**

EARLIEST KNOWN ROSTER OF KATY LOCOMOTIVES

M. K. & T. LOCOMOTIVES—REPORT OF 1874

The following roster constitutes the first known detailed roster of motive power on the Katy System.

<i>Engine Numbers</i>	<i>Type</i>	<i>Builder</i>	<i>Year Built</i>	<i>Principal Dimensions</i>		
				<i>Cyls.</i>	<i>Driv.</i>	<i>Weight (tons)</i>
2-3	4-4-0	Grant	1870	12x22	60	23
4	4-4-0	Grant	1870	14x22	60	28
5	4-4-0	Grant	1870	14x24	60	28
6	4-4-0	Grant	1870	14x22	60	28
7-9	4-4-0	Grant	1870	16x24	60	31
10-14	4-4-0	Pittsburgh	1870	16x24	60	32
15	4-4-0	Grant	1870	15x24	60	31
16-18	4-4-0	Schenectady	1870	16x24	60	32
19	4-4-0	Grant	1871	16x24	54	32
20-21	4-4-0	Grant	1871	16x24	60	32
22	4-4-0	Grant	1871	16x24	54	32
23	4-4-0	Grant	1871	16x24	60	32
24	4-4-0	Grant	1871	15x24	60	28
25-39	4-4-0	Grant	1871	16x24	60	32
40-41	0-4-0	Grant	1871	13x22	42	20
42-46	4-4-0	Grant	1871	14x22	54	24
47	0-4-0	Grant	1871	13x22	42	20
48-51	2-6-0	Grant	1873	17x24	54	34
52-61	4-4-0	Mason	1873	17x24	60	31
62-67	4-4-0	Rogers	1873	17x24	60	32

NOTE:—No. 1, a Hinkley 4-4-0, purchased in used condition in 1869, had been scrapped in 1873.



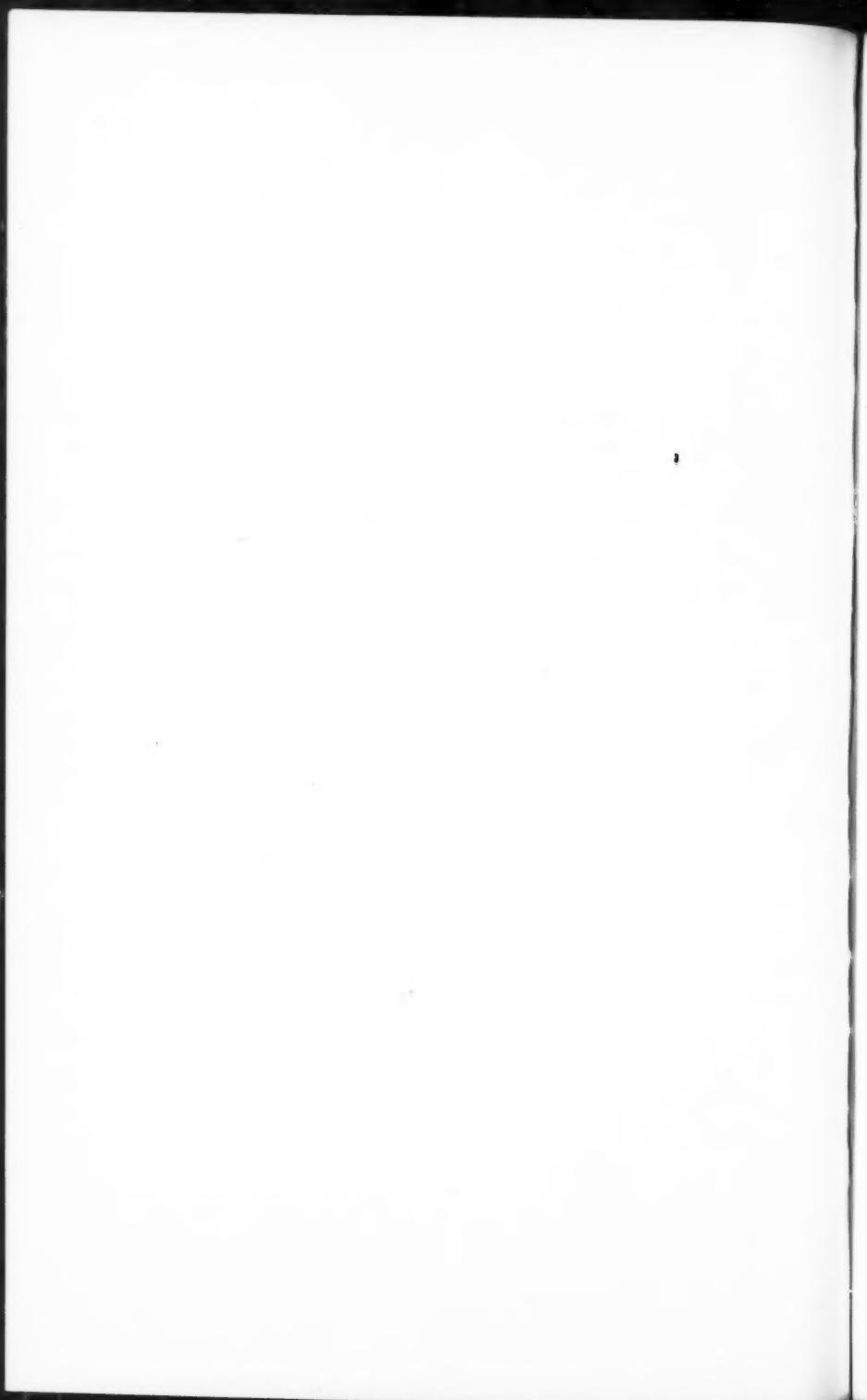
M. K. & T. Foremen and Clerks, Mechanical Dept. force, Parsons, Kans., Nov. 27, 1897.

First row, left to right (sitting): 1, John Shone, Roundhouse foreman; 2, Adam Keck, Pattern Maker; 3, Chas. Rohrer, Chief clerk; 4, A. M. Sourbeer, Foreman Brass Foundry; 5, Ed Bouchard, Gen'l. Mach. Shop Foreman; 6, James Watson, Foreman of Machines; 7, Wm. Gilles, Foreman Boiler Maker; 8, Clerk in M-M Office. Second Row (standing): 9, Clyde Farmer, Air Brake Supervisor; 10, Edw. H. McLaughlin, Painter Foreman; 11, James Shone, Foreman Blacksmith Shop; 12, Wm. H. Maddocks, Gen'l. Draughtsman and Ass't. Supt. of Motive Power; 13, John Shock, Foreman Carpenter Shop; 14, Ed Santer, Foreman of Foundry; 15, Geo. Rohrer, timekeeper, M-M Office.



New M. K. & T. Station and old Station at Parsons, Kans. Construction was begun on new station, April 1, 1895. Miss Ethel Holmes turned first shovel of earth. Station was completed about eleven months later and old station demolished. This new station was totally destroyed by fire on March 18, 1912.

—Courtesy of Walter W. St. Clair.



XVII. COST DATA ON REPRESENTATIVE GROUPS OF LOCOMOTIVES

COST DATA ON REPRESENTATIVE GROUPS OF LOCOMOTIVES

The following tabulation depicts the cost of representative groups of locomotives at various periods in the history of the Katy. The data is not all-inclusive and are intended only for general comparison between earlier and later types. It is realized that such data is only of relative value as applied to a single railroad system and that comparison with similar data for other railroads might have little or no significance. Locomotive costs are subject to variations in the credit ratings of the purchasers and to prevailing economic conditions. It is believed, however, that the following table is of sufficient interest to be worthy of presentation and especially so in relation to cost values of locomotives being manufactured at the present time. Road numbers of locomotives tabulated below are the original numbering unless otherwise stated.

4-4-0 Type

<i>Engine Numbers</i>	<i>Builder</i>	<i>Year Built</i>	<i>Cost per Unit</i>	<i>Remarks</i>
11-14	Pittsburgh	1870	\$7000.00	
273-274	M.K.&T. Ry.	1902	\$10046.14	
1st 195-201	Baldwin	1890	\$8819.35	
282-286	Baldwin	1892	\$8300.00	

4-4-2 Type

296-302	Baldwin	1895	\$9342.75
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0-6-0 Type

1st 375-384	Schenectady	1904	\$13000.00
1st 385-389	Baldwin	1906	\$13191.22
1st 390-399	Manchester	1910	\$14252.95
5-13	Baldwin	1911	\$12920.60

Later numbering given

4-6-0 Type

288-295	Baldwin	1893	\$9970.00
303-307	Baldwin	1899	\$10197.33
308-317	Baldwin	1902	\$14103.22
318-327	Schenectady	1904	\$13000.00
328-335	Baldwin	1905	\$14373.90
336-337	Baldwin	1905	\$16527.32
			Four-cylinder balanced compound
338-347	Baldwin	1906	\$15070.00
348-351	Schenectady	1909	\$14120.88
239-245	Schenectady	1907	\$15693.30
277-288	Schenectady	1909	\$14120.88
352-356	Schenectady	1910	\$17383.50
			Later numbering given
			Later numbering given

2-8-0 Type

234-239	Baldwin	1893	\$10675.00
240-245	Baldwin	1894	\$10111.00
246-250	Baldwin	1895	\$10212.75
251	Baldwin	1895	\$10687.75

Double-cab type with Wootten firebox

<i>Engine Numbers</i>	<i>Builder</i>	<i>Year Built</i>	<i>Cost per Unit</i>	<i>Remarks</i>
432	Baldwin	1900	\$14245.00	Double-cab type with Wootten firebox
438-442	Schenectady	1901	\$15423.80	
492-493	Baldwin	1903	\$14400.00	
494	Baldwin	1903	\$14700.00	Double-cab with Wootten firebox

0-8-0 Type

39-48	Lima	1920	\$44150.00	In oil
49-58	Lima	1920	\$43450.00	In coal
59-68	Richmond	1923	\$38336.00	
101-110	Lima	1925	\$45750.00	

2-6-0 Type

92-95	Baldwin	1880	\$8000.00	
127-140	Rogers	1883	\$8000.00	
501-520	Baldwin	1886	\$8000.00	
170-184	Baldwin	1889	\$8000.00	
185-194	Baldwin	1890	\$7882.35	
2nd 195-200	Baldwin	1892	\$7205.00	
2nd 201	Baldwin	1892	\$9100.00	
202-216	Baldwin	1891	\$9500.00	
217-229	Baldwin	1892	\$9100.00	
252-259	Baldwin	1895	\$8977.75	
400-409	Richmond	1899	\$9403.21	
410-430	Baldwin	1900	\$12045.00	
260-263	Richmond	1895	\$8724.50	
443-447	Schenectady	1901	\$12934.65	
448-454	Baldwin	1901	\$11800.00	
472-481	Schenectady	1902	\$13773.80	
495-514	Schenectady	1903	\$15062.06	
515-532	Baldwin	1903	\$13720.94	
551-560	Schenectady	1904	\$14219.27	
561-574	Baldwin	1905	\$14328.65	
575-580	Baldwin	1905	\$13729.65	
581-600	Baldwin	1906	\$14908.75	
601-615	Schenectady	1907	\$15881.30	
616-655	Schenectady	1910	\$19284.76	

Cross-compound

4-6-2 Type

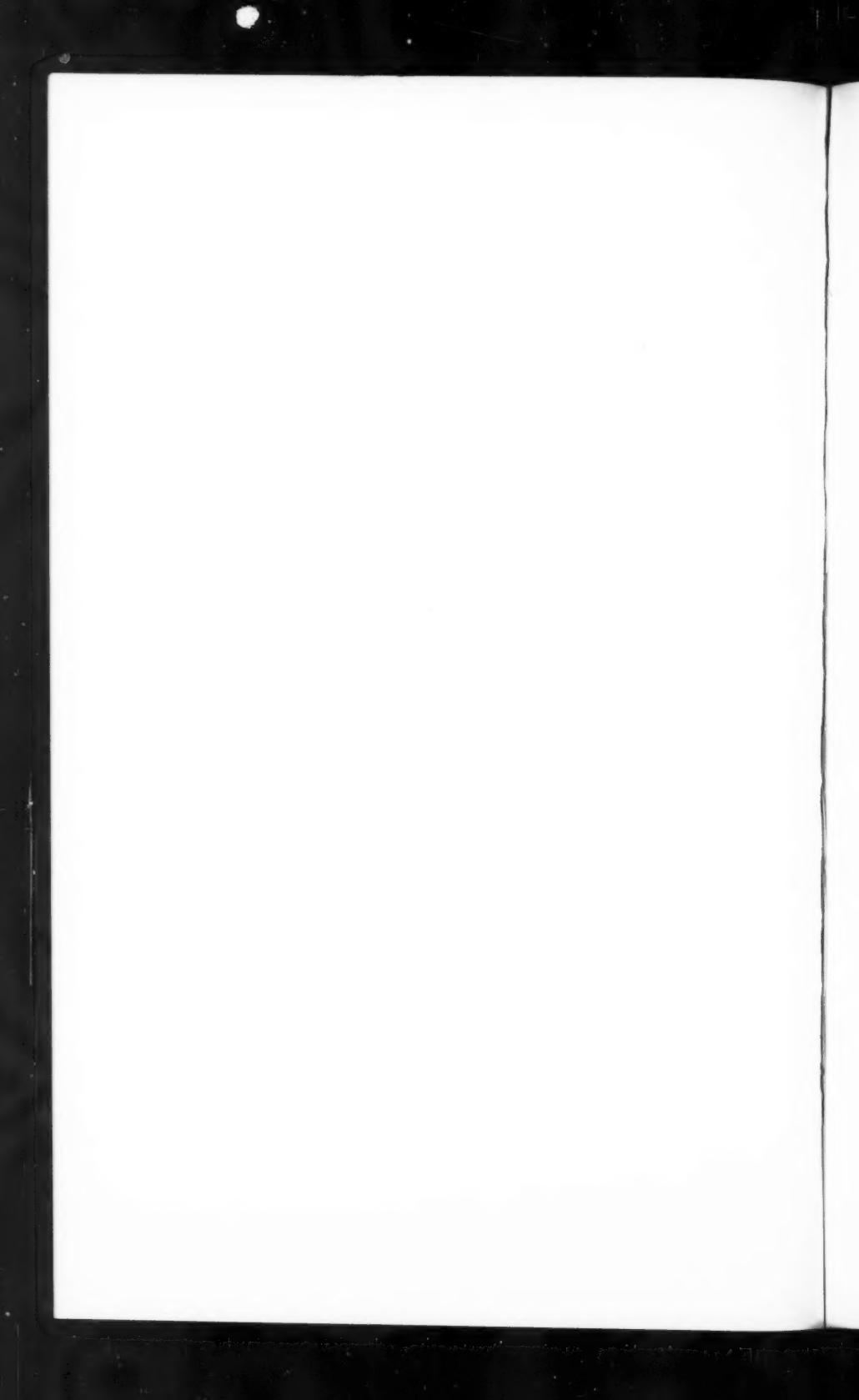
357-366	Schenectady	1910	\$20133.50	
351-356	Schenectady	1911	\$21455.00	
367-376	Schenectady	1912	\$21902.30	
2nd 377-388	Schenectady	1915	\$19223.07	
2nd 389-398	Schenectady	1917	\$34777.00	
399-408	Lima	1920	\$55520.00	
409-413	Lima	1923	\$48500.00	

Later numbering given

2-8-2 Type

701-740	Schenectady	1913	\$25750.93	
741-770	Schenectady	1914	\$21875.82	
801-835	Schenectady	1915	\$21248.60	
836-860	Schenectady	1918	\$50750.00	
861-880	Lima	1920	\$59000.00	
881-885	Lima	1923	\$58157.00	
886-920	Lima	1923	\$49407.00	

With booster



XVIII. LOCOMOTIVE BOILER CHANGES

M-K-T Locomotive Boiler Changes

The following list, dated June 20, 1940, indicates changes such as reboiling of locomotives or transfer of boiler from one locomotive to another. Engine numbers are of the 1912 system of numbering. New boilers were either fabricated in the company's own shops at Parsons, Kansas, or obtained from the builders, chiefly from the American Locomotive Company.

<i>Eng. No.</i>	<i>Orig. Boiler No.</i>	<i>Rec'd. Boiler No.</i>	<i>From</i>	<i>Date</i>	<i>Orig. Boiler To</i>	<i>Date</i>	<i>Remarks</i>
163	Assg. 233	Parsons		6-1912	Scrapped		
164	3289	Assg. 129	Manch'r	4-1912	Scrapped		
165	3342	Assg. 135	Manch'r	2-1912	Scrapped		
166	3343	Assg. 136	ALCo	9-1912	Scrapped		
167	3421	Assg. 138	Manch'r	6-1912	Scrapped		
168	3424	Assg. ?	Manch'r	2-1912	Scrapped		
169	3425	Assg. 140	Parsons	5-1911	Scrapped		
170	3429	Assg. 141	ALCo	9-1912	Scrapped		
171	3431	Assg. 146	Manch'r	3-1912	Scrapped		
251	21176	21404		256	1-1922	251	II-1921
256	21404	21176		251	11-1921	256	1-1922
306	10630	Assg. 306	Richmond	3-1924	Scrapped		
307	10631	Assg. 307	Richmond	10-1924	Scrapped		
308	10633	Assg. 308	Richmond	4-1925	Scrapped		
309	10634	Assg. 309	Schen'y.	6-1923	Scrapped		
310	10635	Assg. 310	Richmond	6-1925	Scrapped		
311	10640	Assg. 311	Schen'y.	9-1923	Scrapped		
312	10636	Assg. 312	Richmond	6-1925	Scrapped		
314	12670	Assg. 314	Richmond	10-1924	Scrapped		
315	12671	Assg. 315	Richmond	9-1924	Scrapped		
320		Assg. 320	Parsons	7-1919	Scrapped		
322		Assg. 322	ALCo	5-1925	Scrapped		
353	50191	50193		355	1-1923	364	10-1923
354	50192	Assg. 354	ALCo	8-1920	359	4-1921	
355	50193	48426		358	9-1921	353	1-1923
357	48425	48427		359	7-1921	358	9-1921
358	48426	48425		357	9-1921	355	9-1921
359	48427	50192		354	4-1921	357	7-1921
362	48430	48432		364	10-1923	366	10-1925
364	48432	50191		353	10-1923	362	10-1923
366	48434	48430		362	10-1925	Scrapped	
369	51873	51880		376	2-1927	Scrapped	3-1931
370	51874	51876		372	3-1923	376	7-1923
372	51876	51878		374	6-1922	370	3-1923
373	51877	Assg. 373	ALCo	2-1921	375	5-1921	
374	51878	51879		375	11-1921	372	6-1922
375	51879	51877		373	5-1921	374	11-1921
376	51880	51874		370	7-1923	369	2-1927
427	43225	26105		480	1-1920	429	3-1920
429	43227	43225		427	3-1920	556	7-1920
437	44171	27668		501	5-1918	Parsons Power Plant	
438	44172	Assg. 554		556	2-1921	555	11-1921
448	44182	26099		484	4-1915	515	3-1919
476	26101	29772		557	10-1925	Scrapped	2-1925
479	26104	Assg. 470*		?	2-1916	K. C. Power Plant	*Illegible; restamped 479 by E. J. K., 1931.

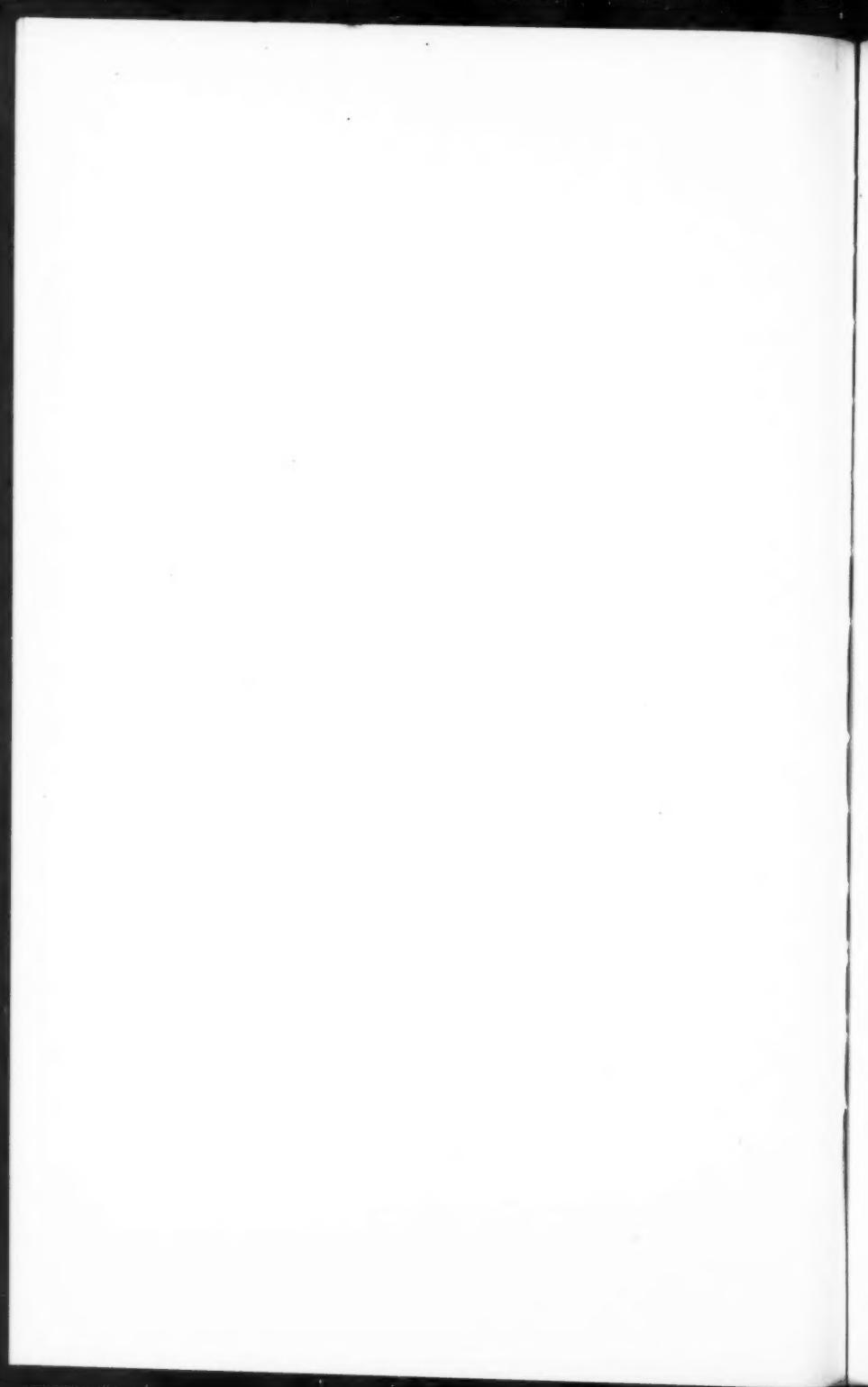
<i>Eng.</i>	<i>Orig. Boiler No.</i>	<i>Rec'd. Boiler No.</i>	<i>From</i>	<i>Date</i>	<i>Orig. Boiler To</i>	<i>Date</i>	<i>Remarks</i>
480	26105	505	505	12-1919	427	1-1920	
481	26106	481	?	3-1913	501	8-1914	Restamped 481; 1913 change.
481	29774	559	Baldwin	5-1922	481	5-1922	Explosion.
482	26097	?	Baldwin	8-1908	500	2-1913	
482	482	?		1-1913	Apparently restamped 482 in 1913.		
483	26098	473	554	7-1907	Apparently renumbered 473 prior to 1912; should be 29769.		
484	26099	484	497	3-1913	448	4-1915	
487	21146	?		12-1908	519	1-1909	
488	21147	22721		3-1909	?	?	
490	21199	23001	Baldwin	10-1921	549	8-1923	
491	21200	491	Baldwin	5-1908	?	?	
493	21090	483	Baldwin	3-1908	?	?	
495	21102	24240		3-1920	526	9-1920	
497	27664	499		11-1923	514	12-1923	
499	27666	500	500	11-1913	Parsons Power Plant		
499	23498	538		10-1923	497	11-1923	
500	27667	500	ALCo	7-1908	?	?	
500	26097	482		2-1913	499	11-1913	
501	27668	?	ALCo	9-1908	437	5-1918	
501	26106	481		8-1914	?	?	
501	28935	586		10-1923	502	11-1923	
502	27669	27669*	ALCo	9-1908	?	?	*Restamped 27669 in 1908.
502	26106	501		11-1923	587	12-1923	
503	27670	?	ALCo	8-1908	552	5-1912	
503	27679	512		8-1911			
505	27672	*505		11-1912	514	2-1913	*Restamped 505 in 1912.
505	27662	515		9-1919	480	12-1919	
509	27676	?		3-1912	?	?	
510	27677	27681		7-1914	K. C. Power Plant.		
511	27678	509		5-1912	?	?	
512	27679	512		10-1910	503	8-1911	
514	27681	?	ALCo	7-1908	510	2-1914	
514	27672	505		2-1913	?	?	
514	27664	497		12-1923	515	5-1925	
515	27662	*44182		3-1919	505	9-1919	*44182 scrapped 3-1931.
515	27672	514		5-1925			
519	22721	21146		1-1909	488	3-1909	
521	22915	521	Baldwin	4-1908	614	12-1910	
523	22937	523	Baldwin	5-1908	615*	7-1909	*Back end.
526	23001	21102		9-1920	490	10-1920	
527	23062	*527		9-1918	547	3-1919	*No. illegible. Restamped 527 by E. J. K. in 1922
538	23498	(23498)	Baldwin	7-1908	499	10-1923	
538	*538		Baden P. P.	8-1923	*Boiler from Baden power plant restamped and assg. 538 by E. J. K., 8-1923.		
547	24216	23062		3-1919	548	1-1920	
548	24240	24216		1-1920	495	3-1920	
549	24246	549	Baldwin	3-1908	613	6-1909	
549		21109		8-1923	586	9-1923	
551	29766	29771		11-1912	559	2-1915	
552	29767	27670		5-1912	554	9-1912	
554	29769	554		1907	483	7-1907	
554	29767	552		9-1912	556	9-1912	
555	29770	44172		11-1921	Exploded and scrapped	11-1921	
556	29771	554		9-1912	551	11-1912	

<i>Eng.</i>	<i>Orig. Boiler No.</i>	<i>Rec'd. Boiler No.</i>	<i>From</i>	<i>Orig. Boiler No.</i>	<i>To</i>	<i>Date</i>	<i>Remarks</i>
556	43227	429		7-1920	438	2-1921	
557	29772	28936	587	7-1925	476	10-1925	
559	29774	29766	551	2-1915	481	5-1922	
586	28935	549	549	9-1923	501	10-1923	
587	28936	27669	502	12-1923	557	7-1925	
613	14347	24246	549	6-1909	Scrapped	6-1909	
614	18103	22915	521	12-1910	Scrapped	12-1910	
615	19391		523	7-1909	Used back end of boiler	22937.	
629	48448	48481	647	11-1920	644		
631	48450	48486	652	7-1924	645		
635	48454	48478	644	10-1921	652		
638	48472	Assg. 638	Parsons	9-1919			48472 blew up; scrapped 12-1918.
644	48478	48448	629	4-1921	635		48479 scrapped 3-1931.
645	48479	48450	631	9-1924			
647	48481	Assg. 647	ALCo	9-1920	629		
652	48486	48454	635	5-1922	631		
702	52905	54724	756	3-1923	720		
703	52906	52927	724	10-1920	714		
704	52907	Assg. 704	Schen'y.	6-1920	724		
706	52909	Assg. 706	Schen'y.	4-1921	718		
708	52911	Assg. 708	Schen'y.	12-1921	743		
712	52915	54716	748	4-1925	?		
713	52916	52922	719	10-1923	753		
714	52917	52906	703	2-1922	745		
718	52921	52909	706	12-1921	756		
719	52922	54713	745	5-1923	713		
720	52923	52905	702	6-1923	761		
724	52927	52907	704	7-1920	703		
729	52932	54721	753	3-1925	?		
741	54709	54719	751	5-1923	750		
743	54711	52911	708	5-1922	751		
744	54712	54727	759	8-1924	?		
745	54713	52917	714	5-1923	719		
748	54716	54718	750	11-1923	712		
750	54718	54709	741	8-1923	748		
751	54719	54711	743	1-1923	741		
753	54721	52916	713	12-1923	729		
756	54724	52921	718	6-1922	702		
759	54727	54729	761	11-1923	744		
761	54729	52923	720	9-1923	759		
Insp. #1		Parsons		7-1913			



H.M.WARDEN

H. M. Warden, Chief Mechanical Officer M-K-T Lines. Began as machinist in Aug. 1913 and rose to his present position in Oct. 1927.



XIX. LOCOMOTIVES EQUIPPED WITH SUPERHEATERS

LOCOMOTIVES EQUIPPED WITH SUPERHEATERS

A. Locomotives purchased equipped with superheaters:—

Nos. 39 to 58; 59 to 68; 101 to 110; 350 to 356; 367 to 376; 377 to 413; 701 to 770; 801 to 835; 836 to 920.

B. Locomotives equipped with superheaters by the M-K-T Railroad Co.

<i>Engine Number</i>	<i>Date</i>						
5	2-1929	250	12-1921	274	5-1920	314	10-1924
10	5-1930	251	6-1917	275	1-1918	315	11-1924
13	5-1931	252	1-1922	276	11-1915	322	5-1925
14	2-1927	253	1-1921	277	3-1916	357	7-1914
15	6-1926	254	5-1920	278	3-1918	358	8-1914
17	11-1926	255	3-1918	279	3-1917	359	3-1914
18	4-1929	256	1-1922	280	5-1919	360	11-1913
20	12-1926	257	11-1918	281	11-1915	361	1-1914
21	12-1926	258	8-1919	282	7-1916	362	5-1914
25	3-1926	259	1-1921	283	5-1916	363	12-1913
26	10-1926	260	11-1918	284	1-1916	364	10-1913
27	8-1929	261	8-1919	285	5-1916	365	9-1916
28	11-1927	262	2-1918	286	11-1916	366	1-1914
31	12-1927	263	12-1917	287	10-1917	476	4-1923
32	5-1926	264	11-1917	288	10-1915	478	4-1923
33	5-1927	265	10-1918	301	12-1921	479	6-1922
34	6-1928	266	6-1917	302	1-1922	481	5-1922
35	12-1926	267	7-1917	306	3-1924	483	6-1927
36	7-1926	268	1-1918	307	10-1924	492	8-1926
37	7-1929	269	7-1918	308	4-1925	494	3-1923
246	11-1920	270	4-1917	309	6-1923	495	1-1929
247	1-1921	271	2-1919	310	6-1925	498	4-1927
248	1-1921	272	11-1916	311	9-1923	504	5-1927
249	3-1920	273	1-1917	313	6-1925	508	2-1927
510	9-1927	596	7-1926	633	1-1916	658	11-1924
511	4-1927	608	5-1925	634	11-1916	659	12-1924
517	1-1915	609	4-1925	635	6-1916	660	10-1924
521	9-1923	610	5-1925	636	11-1917	661	10-1924
526	6-1926	611	6-1925	637	3-1917	662	10-1924
528	11-1926	612	6-1925	638	8-1918	663	7-1925
529	7-1920	616	12-1915	639	8-1916	664	11-1924
530	5-1917	617	12-1916	640	9-1916	665	11-1924
531	6-1926	618	11-1916	641	4-1918	666	12-1924
532	10-1928	619	12-1915	642	9-1917	667	12-1924
535	9-1926	620	5-1917	643	10-1916	668	4-1921
538	11-1928	621	5-1916	644	1-1916	669	8-1926
541	5-1923	622	7-1920	645	2-1918	670	12-1926
542	4-1923	623	11-1917	646	9-1917	671	8-1915
543	8-1928	624	11-1917	649	7-1916	672	2-1917
552	7-1927	625	7-1918	650	12-1916	673	9-1916
553	10-1927	626	10-1917	651	6-1920	674	12-1916
555	11-1927	627	2-1919	652	3-1916	675	6-1914
559	7-1928	628	6-1917	653	1-1919	1301	9-1924
565	8-1928	629	11-1920	654	3-1916	1302	9-1923
587	10-1926	630	10-1916	655	3-1917	1303	10-1923
592	5-1926	631	7-1916	656	11-1924	1304	8-1924
594	12-1926	632	7-1917	657	7-1925		

**XXI. EXCERPTS FROM SHOP RECORDS
AT PARSONS, KANSAS**

EXCERPTS FROM SHOP RECORDS AT PARSONS, KANSAS

It was the privilege of the writer to examine a number of large volumes giving details of repairs to locomotives at the Parsons shop during the period extending from the early 1890's into the early 1900's. Most of the entries are concerned with repairs to boilers and boiler accessories. The item of most frequent occurrence was that of repairing and replacing flues. Many instances exist of a portion or all the flues of a locomotive being repaired or replaced each year; in some cases, twice in the same year. Water conditions must have been a problem at that time. Many items in these records refer to fitting locomotives with new stacks, replacing diamond stacks with straight stacks, or vice versa. Many of these changes were no doubt due to the use of a species of lignite fuel on the Eastern end of the line between St. Louis and New Franklin, Mo. The diamond stack was preferred for this type of fuel and that form of stack remained in use on the Eastern end after it had been discontinued on other portions of the Katy lines. A number of the more interesting items in the old boiler records are herewith presented in view of the light they shed on conditions during the period mentioned. Engine numbers shown are of the original numbering.

<i>Engine Number</i>	<i>Remarks</i>
13	Straight stack applied, June, 1891.
37	Straight stack applied, November, 1891.
49	New boiler and flues, March, 1891. New netting in front end, December, 1893. New flues put in, March, 1896. New ashpan and new stack applied, May, 1902.
52	Changed from straight boiler to 8-inch wagontop, with straight stack, July, 1890.
56	Extended front, cast straight stack put on, June, 1893. New straight stack applied, August, 1899.
58	New cast iron diamond stack put on, January, 1892. New smoke box without extension, and straight stack, May, 1893.
61	Straight stack applied, January, 1903.
62	Extended front, straight stack put on, April, 1892. Cut off extended front, put on diamond stack, March, 1897.
63	New diamond stack put on, July, 1891. New diamond stack put on, December 13, 1900. Extended front, straight stack put on, July, 1902.
64	Scrapped, boiler sent to Okla. City for stationary service, Jan. 1906.
65	New boiler applied, with extended front, straight stack, April, 1904.
66	New diamond stack put on, December, 1897. Cut off extended front, put on a diamond stack, June, 1898.
66	New netting in diamond stack, November, 1893. Put new cone in diamond stack, January, 1900. Put on extended front and straight stack, January, 1903.
67	Put on new diamond stack, May, 1892. Put on new diamond stack, December, 1895. Put on extended front and straight stack, April, 1898.

<i>Engine Number</i>	<i>Remarks</i>
69	Put on new diamond stack, December, 1892. Put on extended front and new cast iron straight stack, August, 1893.
72	New cast iron straight stack with new extended front in one sheet, April, 1894.
73	New extension in one sheet, August, 1892. (This engine had a cap stack). New straight stack applied, September 30, 1903.
110	Lengthened smoke box 17 inches, May, 1905.
111	Put on new smoke box, May, 1910.
113	Scrapped. Boiler sent to Muskogee for stationary service, Oct. 1902.
115	Standard front end applied, August, 1892.
117	(Ex-302). Cut off extended front, put on diamond stack, Feb. 1898.
121	Shopped account of wreck. Cut off extension, put on diamond stack, November, 1897. Shopped account of collision. Put on new smoke box and new straight stack, April, 1903.
124	In shop account of collision. Put on extended front and straight stack with 3½-inch nozzle, July, 1902. Smoke box lengthened to 48 inches, April, 1905. This engine renumbered from 305 to 124, Dec. 5, 1895. As No. 305, received new crown sheet, new saddle and new diamond stack, April, 1892. Extended front cut off and new diamond stack applied, January, 1898.
126	New front end and new diamond stack, October, 1895. New smoke box and new diamond stack, August, 1897. New diamond stack, March, 1899. Put on straight stack, Sept., 1902.
127	New diamond stack, June 1898. New netting in diamond stack, July, 1899. New stack, September 15, 1899. New stack, March 12, 1901. Shopped account of coming from Muskogee mud-burned; all flues removed, repaired and replaced; new straight stack applied, September, 1902. Shopped, April, 1903, account of coming from Muskogee mud-burned.
128	New straight stack, 4½-inch nozzle, October, 1903.
129	New diamond stack applied, March, 1894. Shopped account of wreck; new smoke box, stack repaired, Jan. 1894. New netting in diamond stack, February, 1896. New smoke stack, July, 1897. New smoke stack, April, 1900. Put on straight stack, August, 1902.
142	New steel straight stack put on short front end, Feb. 1904. Put on extended front, 48 inches long, March, 1906.
144	New diamond stack put on, April, 1893. New boiler and new firebox, all flues repaired, September, 1912.
150	New ashpan and new stack, December, 1898.
151	New smoke stack, June, 1895.
153	Repaired smoke stack, November 1893, June 1895 and June 1896. Straight stack applied, February, 1903.
160	Straight stack applied, June 1905.
162	New smoke box, 40 inches, and straight stack, February, 1904.
165	Straight stack applied, July, 1904.
178	Cut off extension front, put on straight stack, 10-inch width, 4½-inch nozzle, May, 1903.

<i>Engine Number</i>	<i>Remarks</i>
181	New straight stack, June, 1891.
188	Removed, repaired and replaced 101 flues, March, 1893. ditto 110 flues, December, 1893. ditto all flues, May, 1894. ditto all flues, July, 1895.
200	New cast iron stack, Chocker patent, May, 1895.
206	New netting in front end, new cast iron stack, April, 1894.
211	New cast iron stack, Chocker patent, June, 1895.
212	New cast iron stack, large size, February, 1893.
214	Shopped account struck caboose and broke in front end. Repaired front end and stack, August 2, 1895.
222	Put on new extension front with hopper, June, 1892.
230	New flues, October, 1890. Standard front end applied, December, 1896. (This engine was the 2nd #42 and assigned to the M.K. & E. #230).
231	Shopped account of wreck. New front end, December, 1896.
234	New cast iron straight stack applied, January, 1897.
244	Came new from Baldwin Works; changed the netting; put it straight across, October 31, 1894. Put in a new front end, July 29, 1896. Cut off half of smoke box, September, 1903.
245	Came new from Baldwin Works; changed netting; put it straight across, October 31, 1894. Shopped account of collision with 239 at Denison; cut off the extension, repaired it, put on all front bumper work new, January, 1896. (This was wide firebox Wootten double-cab locomotive received new from Baldwin Works, July 29, 1895).
251	Shopped account of running off track; took out 100 flues, repaired and replaced them; put on new ashpan, repaired one iron cab, built on new back cab, July, 1897. (This engine came from the works without a rear cab built in). Shopped, July, 1900; took out all flues, repaired and replaced them, put in new firebox sent from Baldwin Works. New steel stack put on, June 6, 1901. Tank repaired, enlarged to 5,000 gallons, February, 1903.
256	Shopped account of collision with a Ft. Scott engine (Blake, engineer). Cut out all flues, repaired them, cut out flue sheet, straightened it, put in new crown sheet and applied new smoke stack, March, 1898. Shopped account of low water; straightened crown sheet, Feb. 1900.
265	Shopped account of wreck: knocked off left cylinder and damaged front end, October, 1901.
273	New carbon steel boiler, new charcoal iron flues, new standard extension front, June, 1902.
274	New boiler, new flues, new ashpan, new tank, new engine complete, August, 1902.
287	Shopped account of collision with No. 193. New extension front applied; all flues removed and repaired, February, 1896.
294	Put in all new flues, May, 1899.
295	Shopped for broken frame; no boiler work; March, 1900. New crown sheet, 197 new stay bolts, all flues taken out and repaired, January, 1899. New firebox, new carbon steel stay bolts and crown bolts, Tennessee Iron. Cut off extension, put on 12-inches without hopper, September, 1902.

*Engine
Number*

Remarks

299	Fired up without water; put in 30 new flues, February, 1897.
301	Shopped account low water at Oswego; put in all new flues, May, 1898.
305	Shopped account struck eng. 75 at New Franklin; new cinder pot on extension, January 10, 1897.
	New crown sheet, new saddle and new diamond stack, April, 1892.

Summary of Locomotives in Service as of December 31, 1942

Percent

Number of Units by Type

Engine	Series Numbers	0-4-0	0-6-0	0-8-0	2-6-0	2-8-0	2-8-2	4-4-0	4-6-2	Total
8	92			1						1
10	93			1						1
14	315							1		1
17	306-314							5		5
29	5-13			3						3
31	14-37			20						20
31	608-609; 656-667					8				8
32	476-596				35					35
33	358; 363; 365							3		3
38	350-356; 364;									
	359-361; 366-376							21		21
41	668-670					3				3
43	377-412							35		35
47	622-644					6				6
54	39-68			30						30
57	702-770						50			50
63	101-110				10					10
64	836-920						80			80
	TOTAL	2	23	40	35	17	130	6	59	312

Average tractive effort: 49%.

Coal burning: 29. Oil burning: 283.

Superheated: 306. Nos. 16, 22, 23, 24, 92 and 93 not superheated.

Boosters, trailer type: 57. Locomotives 861 to 920.

Power reverse gear: 269. Nos. 92, 93, 306 to 315, 476 to 596 not equipped.

Coal burning locomotives: Nos. 29, 34, 40, 41, 43, 44, 49, 51, 53, 54, 56 to 58, 60 to 62, 64 to 68, 526, 529, 532, 535, 538, 592, 656, 666.

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References and Sources of Material

Records of the M-K-T Lines, including locomotive rosters, blue prints of locomotive specifications, shop records and various historical documents issued by the company.

Interstate Commerce Commission Reports, Volume 34.

Private correspondence with former Katy employees and others.

Photographs of locomotives and other subjects.

